

# **PLANNING COMMISSION OF MONTEREY PARK AGENDA**

**REGULAR MEETING  
Monterey Park City Hall Council Chambers  
320 West Newmark Avenue**

**Tuesday  
February 27, 2018  
7:00 PM**

## **MISSION STATEMENT**

**The mission of the City of Monterey Park is to provide excellent services  
to enhance the quality of life for our entire community.**

Documents related to an Agenda item are available to the public in the Community and Economic Development Department – Planning Division located at 320 West Newmark Avenue, Monterey Park, CA 91754, during normal business hours and the City's website at [www.montereypark.ca.gov](http://www.montereypark.ca.gov).

## **PUBLIC COMMENTS ON AGENDA ITEMS**

You may speak up to 5 minutes on Agenda item. You may combine up to 2 minutes of time with another person's speaking. No person may speak more than a total of 10 minutes. The Board Chair and Board Members may change the amount of time allowed for speakers.

Per the Americans with Disabilities Act, if you need special assistance to participate in this meeting please call City Hall at (626) 307-1359 for reasonable accommodation at least 24 hours before a meeting. Council Chambers are wheelchair accessible.

### **CALL TO ORDER**

Chairperson

### **FLAG SALUTE**

Chairperson

### **ROLL CALL**

Larry Sullivan, Delario Robinson, Theresa Amador, Ricky Choi, and  
Eric Brossy De Dios

## **AGENDA ADDITIONS, DELETIONS, CHANGES AND ADOPTIONS**

**PUBLIC COMMUNICATIONS.** While all comments are welcome, the Brown Act does not allow the Commission to take action on any item not on the agenda. The Commission may briefly respond to comments after Public Communications is closed. Persons may, in addition to any other matter within the Commission's subject-matter jurisdiction, comment on Agenda Items at this time. If you provide public comment on a specific Agenda item at this time, however, you cannot later provide comments at the time the Agenda Item is considered.

**[1.] PRESENTATIONS - None**

**[2.] CONSENT CALENDAR - None**

**2-A. APPROVALS OF MINUTES**

It is recommended that the Planning Commission:

- (1) Approve the minutes from the regular meetings of February 13, 2018; and
- (2) Take such additional, related, action that may be desirable.

**[3.] PUBLIC HEARING**

**3-A TENTATIVE MAP NO. 78209 (TM-17-12) TO ALLOW FOR THE SUBDIVISION OF ONE LOT INTO TWO LOTS IN THE R-1 (SINGLE-FAMILY RESIDENTIAL) ZONE – 772 BARNUM WAY**

It is recommended that the Planning Commission:

- (1) Open the public hearing;
- (2) Receive documentary and testimonial evidence;
- (3) Close the public hearing;
- (4) Adopt the attached Resolution approving Tentative Map No. 78209 (TM-17-12), subject to conditions contained therein; and
- (5) Take such additional, related, action that may be desirable.

California Environmental Quality Act (CEQA):

Pursuant to the California Environmental Quality Act (CEQA) guidelines, the project is Categorically Exempt under § 15315 as a Class 15 categorical exemption (Minor Land Divisions) in that the project consists of the subdivision of air-rights to establish and maintain a 4-unit residential condominium development.

**3-B CONDITIONAL USE PERMIT (CU-18-02) TO ALLOW FOR A HOSPITAL WITH AN ANCILLARY HELIPORT IN THE O-P (OFFICE PROFESSIONAL) ZONE – 1977 SATURN STREET**

It is recommended that the Planning Commission:

- (1) Open the public hearing;
- (2) Receive documentary and testimonial evidence;
- (3) Close the public hearing;
- (4) Adopt the attached Resolution approving Conditional Use Permit (CU-18-02), subject to conditions contained therein; and
- (5) Take such additional, related, action that may be desirable.

California Environmental Quality Act (CEQA):

Pursuant to the California Environmental Quality Act CEQA Guidelines § 15301 (Class 1 – Existing Facilities), because the project consists of operating and licensing of an existing establishment.

**[4.] OLD BUSINESS - None**

**[5.] NEW BUSINESS - None**

**[6.] COMMISSION COMMUNICATIONS AND MATTERS**

**[7.] STAFF COMMUNICATIONS AND MATTERS**

**ADJOURN**

Next regular scheduled meeting on March 13, 2018.

APPROVED BY:

MICHAEL A. HUNTLEY	
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# Planning Commission Staff Report

**DATE:** February 27, 2018

**AGENDA ITEM NO:** 2-A

**TO:** Planning Commission  
**FROM:** Michael A. Huntley, Community and Economic Development Director  
**BY:** Samantha Tewasart, Senior Planner  
**SUBJECT:** Planning Commission Minutes

## **RECOMMENDATION:**

It is recommended that the Planning Commission consider:

- (1) Approve the minutes from the regular meeting of February 13, 2018; and
- (2) Take such additional, related, action that may be desirable.

## **EXECUTIVE SUMMARY:**

None.

Respectfully submitted,

  
\_\_\_\_\_  
Michael A. Huntley  
Community and Economic Development Director

Attachments:

Attachment 1: February 13, 2018 Planning Commission regular meeting minutes

# **ATTACHMENT 1**

February 13, 2018 Planning Commission regular meeting minutes

**UNOFFICIAL MINUTES  
MONTEREY PARK PLANNING COMMISSION  
REGULAR MEETING  
FEBRUARY 13, 2018**

The Planning Commission of the City of Monterey Park held a regular meeting of the Board in the Council Chambers, located at 320 West Newmark Avenue in the City of Monterey Park, Tuesday, February 13, 2018 at 7:00 p.m.

**CALL TO ORDER:**

Chairperson Larry Sullivan called the Planning Commission meeting to order at 7:00 p.m.

**ROLL CALL:**

Planner Tewasart called the roll:

Board Members Present: Larry Sullivan, Delario Robinson, and Eric Brossy De Dios

Board Members Absent: Theresa Amador and Ricky Choi

**ALSO PRESENT:** Karl H. Berger, Assistant City Attorney, Michael A. Huntley, Director of Community and Economic Development, Samantha Tewasart, Senior Planner

**AGENDA ADDITIONS, DELETIONS, CHANGES AND ADOPTIONS:** None

**ORAL AND WRITTEN COMMUNICATIONS:** None

**[1.] PRESENTATIONS:** None

**[2.] CONSENT CALENDAR:**

January 9, 2018 –

**Action Taken:** The Planning Commission approved the minutes of January 9, 2018 with amendments.

**Motion:** Moved by Commissioner Brossy de Dios and seconded by Commissioner Robinson, motion carried by the following vote:

Ayes: Commissioners: Sullivan, Robinson, and Brossy de Dios

Noes: Commissioners: None

Absent: Commissioners: Amador and Choi

Abstain: Commissioners: None

**[3.] PUBLIC HEARING:**

**3-A VARIANCE (V-17-01) TO EXCEED THE MAXIMUM ALLOWED FLOOR AREA RATIO FROM 35 PERCENT TO 40 PERCENT OF THE LOT AREA – 1881-1891 WEST ROCK VIEW COURT**

Planner Tewasart provided a brief summary of the staff report.

**MISSION STATEMENT**

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Chairperson Sullivan opened the public hearing.

Applicant Jose Murguia, 601 South 3<sup>rd</sup> Avenue, Montebello, CA 90640, was present to speak on the project, on behalf of the property owner Jose Saavedra. Applicant Murguia stated that the two separate lots would allow for floor area ratio of 40 percent and combining the lots would allow for 35 percent. Other cities allow for a 60 percent floor area ratio.

Chairperson Sullivan stated that in Monterey Park larger developments are kept proportional to surrounding properties. If a variance is granted to one property, others may want the same.

Speaker Roche McCoy, 1380 Rock Haven Street, Monterey Park, Mr. Saavedra is 89 years old. He has lived in Monterey Park since 1969 and it has been his dream to buy the house. Part of the reason for the variance is that the hallways, stairways, and rooms are a little bit wider because of his age and an elevator will be put in. The extra 5 percent made a big difference in the plans. The house will not block anyone's views.

Speaker Min Kam, 1901 West Rock View Court, Monterey Park, many of the existing homes in the area was built in the 1950s and they really enjoy the area. He expressed concerns about the project being out of character of the other properties in the area.

Chairperson Sullivan closed the public hearing.

Commissioner Brossy de Dios stated that this is a single-family dwelling area and there is a code to follow and there does not appear to be a compelling reason other than the needs of the property owner to grant a variance at this time.

Commissioner Robinson stated that there are strict guidelines to what can be done and what cannot be done. There is a code and there does not appear to be a hardship to grant the variance.

Chairperson Sullivan concurred that there does not appear to be a compelling reason to grant the variance.

**Action Taken:** The Planning Commission after considering the evidence presented during the public hearing **denied** the requested variance for 1881-1891 Rock View Court.

**Motion:** Moved, by Commissioner Robinson and seconded by Commissioner Brossy de Dios, motion carried by the following vote:

Ayes:	Commissioners: Sullivan, Robinson, and Brossy de Dios
Noes:	Commissioners: None
Absent:	Commissioners: Amador and Choi
Abstain:	Commissioners: None

#### MISSION STATEMENT

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**3-B TENTATIVE MAP NO. 78241 (TM-18-01) TO ALLOW FOR THE SUBDIVISION OF AIR-RIGHTS TO ESTABLISH AND MAINTAIN A 2-UNIT RESIDENTIAL CONDOMINIUM CONVERSION DEVELOPMENT IN THE R-2 (MEDIUM DENSITY RESIDENTIAL) ZONE – 417 NORTH SIERRA VISTA AVENUE**

Planner Tewasart provided a brief summary of the staff report.

Chairperson Sullivan opened the public hearing.

Speaker Francisco Alonso, 415 North Sierra Vista Street #C, stated that he is neutral and does not have any objections.

Chairperson Sullivan closed the public hearing.

Commissioner Brossy de Dios inquired about the open space requirement. Director Huntley replied that the project went through the plan checking process as well as the Design Review Board and the requirements were reviewed and met.

**Action Taken:** The Planning Commission after considering the evidence presented during the public hearing **approved** the requested tentative map for 417 North Sierra Vista Avenue.

**Motion:** Moved, by Commissioner Brossy de Dios and seconded by Commissioner Robinson, motion carried by the following vote:

Ayes: Commissioners: Sullivan, Robinson, and Brossy de Dios  
Noes: Commissioners: None  
Absent: Commissioners: Amador and Choi  
Abstain: Commissioners: None

**[4.] OLD BUSINESS:**

**4-A TENTATIVE MAP NO. 73622 (TM-15-04) TO ALLOW FOR A ONE LOT SUBDIVISION INTO 9-LOTS IN THE R-1 (LOW DENSITY RESIDENTIAL) ZONE – 1585 SOMBRERO DRIVE**

Planner Tewasart provided a brief summary of the staff report.

Chairperson Sullivan opened the public hearing.

Architect Edel Vera, 3125 Andrita Street, Los Angeles, CA 90065 stated that they have been working diligently with the civil and soils engineers to try to accommodate all the concerns from the previous meeting.

Commissioner Brossy de Dios inquired about the alignment of the private streets and expressed concerns about the angle of the upper private street and how it ties into Sombrero Drive at a rather acute angle. Architect Vera replied that in order to maintain visibility at that point they tried to keep the structures away from the street and intersection.

**MISSION STATEMENT**

The mission of the City of Monterey Park is to provide excellent services to enhance the quality of life for our entire community



Commissioner Brossy de Dios inquired why the driveway was not move further east for a more perpendicular entrance. Architect Vera replied that the property currently has a dirt access and they are following the existing contours to minimize the grading.

Commissioner Brossy de Dios inquired about the approach to stormwater. Architect Vera replied that everything will be collected along Sombrero and discharged underground through piping onto the Campanita right-of-way. Commissioner Brossy de Dios inquired about the stormwater line and whether it will be outletted through a parkway drain to the gutter. Architect Vera replied that there will be an easement and they are still working on the SUMP and LID requirements to percolate as much as much as possible. This will be left over storm drainage from the upper side of the project.

Speaker Charlie Cai, 125 Campanita Court, Monterey Park, stated that he is an adjacent neighbor and is in support of the development. The existing property has been an empty lot of years and is dirty and unsafe. They understand the stability of the soil.

Speaker Rich Chow, 1536 Sombrero Drive, Monterey Park, expressed concerns about the stability of the soil. In the past year the property has slightly shifted and there are cracks in the structure. There is definitely some movement in the land there. By creating more building or development there it is going to change the integrity of the slope. He also expressed concerns about the entry on Sombrero.

Chairperson Sullivan closed the public hearing.

**Action Taken:** The Planning Commission after considering the evidence presented during the public hearing **continued** the requested tentative map for 1585 Sombrero the regularly scheduled of March 27, 2018.

**Motion:** Moved, by Commissioner Robinson and seconded by Commissioner Brossy de Dios, motion carried by the following vote:

Ayes: Commissioners: Sullivan, Robinson, and Brossy de Dios  
Noes: Commissioners: None  
Absent: Commissioners: Amador and Choi  
Abstain: Commissioners: None

**[5.] NEW BUSINESS:** None.

**[6.] COMMISSION COMMUNICATIONS AND MATTERS:** None

**[7.] STAFF COMMUNICATIONS AND MATTERS:**

Director Huntley provided an update on projects.

**ADJOURNMENT:**

There being no further business for consideration, the Planning Commission meeting was adjourned at 8:01 p.m.

**MISSION STATEMENT**

The mission of the City of Monterey Park is to provide excellent services to enhance the quality of life for our entire community

Next regular scheduled meeting on February 27, 2018 at 7:00 p.m. in the Council Chambers.

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Michael A. Huntley  
Director of Community and Economic Development

**MISSION STATEMENT**

The mission of the City of Monterey Park is to provide excellent services to enhance the quality of life for our entire community



# Planning Commission Staff Report

**DATE:** February 27, 2018

**AGENDA ITEM NO:** 3-A

**TO:** The Planning Commission  
**FROM:** Michael A. Huntley, Community and Economic Development Director  
**SUBJECT:** A Public Hearing to consider Tentative Map No. 78209 (TM-17-12) to subdivide one lot into two lots – 772 Barnum Way.

## **RECOMMENDATION:**

It is recommended that the Planning Commission consider:

- (1) Opening the public hearing;
- (2) Receiving documentary and testimonial evidence;
- (3) Closing the public hearing;
- (4) Adopting the Resolution approving Tentative Map No. 78209 (TM-17-12) subject to conditions of approval; and
- (5) Taking such additional, related, action that may be desirable.

## **CEQA (California Environmental Quality Act)**

The Project is categorically exempt from additional environmental review pursuant to CEQA Guidelines § 15315 as a Class 15 categorical exemption (Minor Land Divisions) in that the project consists of the subdivision of one lot into two lots. The division is in conformance with the General Plan and zoning in that the subject property is zoned R-1 (Single-Family Residential) and designated Low Density Residential in the General Plan Land Use Element. No new construction is proposed as part of the Project. The parcel was not involved in a division of a larger parcel within the previous 2 years.

## **EXECUTIVE SUMMARY:**

The applicant, Sonny Ho, seeks a Tentative Map to subdivide one lot into two lots at 772 Barnum Way ("Project Site").

The proposed project meets the City's zoning regulations and development standards. The Low Density Residential land use allows traditional single-family homes, with one dwelling unit permitted per legal lot. Residences in this category consist generally of single-family detached houses with private yards. The subject property is a hillside lot currently developed with a single-family dwelling constructed in 1980. The existing developments on Barnum Way include two-story, single-family dwellings with attached garages all of which were constructed in the late 1970s and early 1980s.

### Property Description

The project site is located on the south side of Barnum Way. The property is zoned R-1 (Single-Family Residential) and designated Low Density Residential in the General Plan. The properties to the north, south, east, and west of the project site are R-1 zoned lots. The project site is irregular shaped, has a frontage of approximately 1,252 feet on Barnum Way, with a total lot area of 330,130 square feet (7.58 acres) in size.

### Project Description

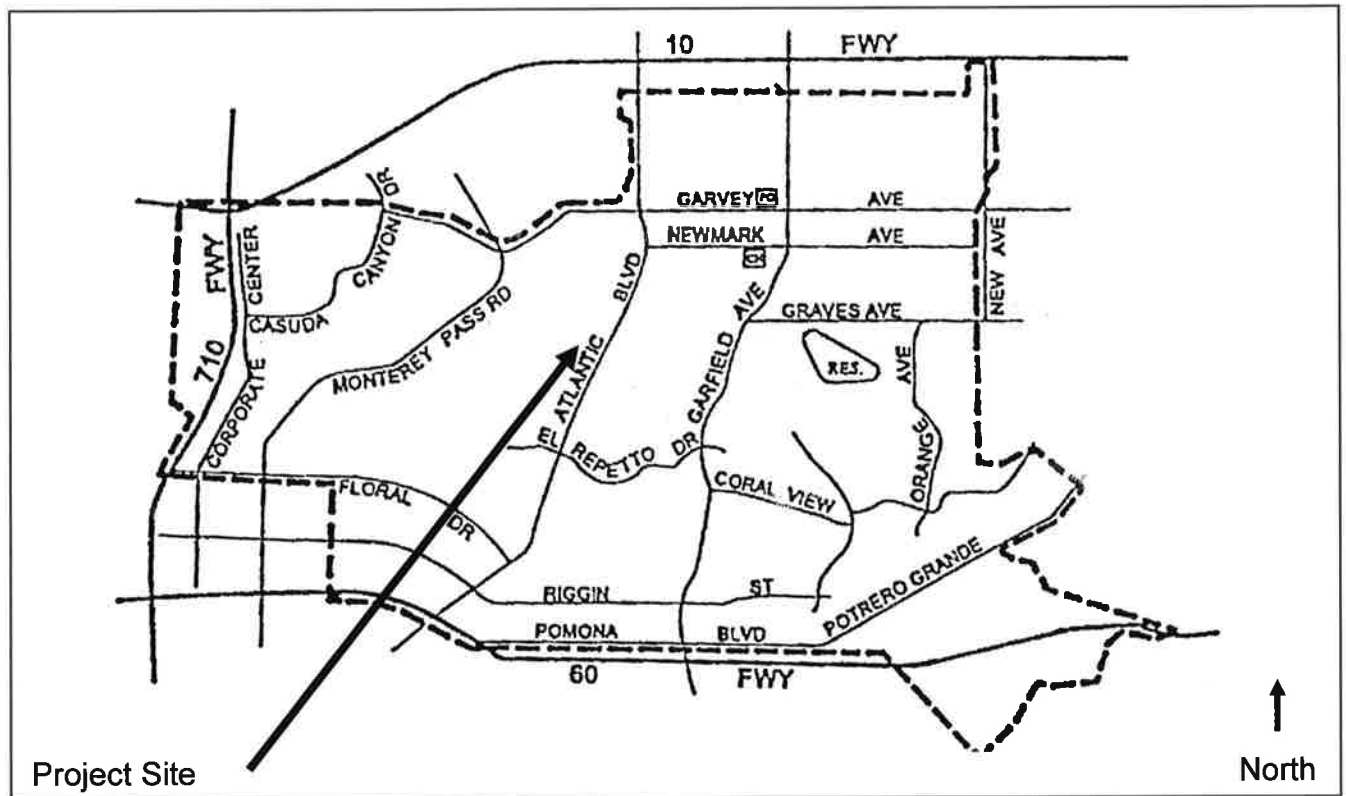
The subject property is currently developed with an existing 2,634 square feet, two-story single-family dwelling with an attached 533 square feet 2-car garage at the most eastern portion of the subject property. The dwelling unit was constructed as part of a larger subdivision development during the 1980s. The entire lot is a total of 330,130 square feet. The proposed subdivision is to divide the majority of the western portion of the lot from the eastern portion to create a 16,402 square feet lot for the existing single-family dwelling, which is identified as Lot 1 on the tentative map. The remaining lot area (labeled as Lot 2) will be 313,728 square feet (7.2 acres) in size. Lot 2 will have an average lot depth greater than 200 feet and a lot width greater than 1,197 feet. According to Monterey Park Municipal Code (MPMC) § 21.08.080, the minimum lot area required for an R-1 zoned lot is 6,000 square feet and the minimum lot width is 50 feet; both Lots 1 and 2 will exceed these minimum requirements. According to the property owner, the purpose for the subdivision is for financing reasons only. There are currently no plans for development on Lot 2 and no construction is currently proposed in connection with this project.

Following the proposed subdivision, Lot 1 will comply with the R-1 development standards; the floor area ratio will be 19 percent of the lot size, which is less than the maximum 35 percent allowed in the R-1 zone. Additionally, the dwelling unit will have a front setback of 25 feet and a rear setback that will exceed the minimum 25 feet requirement; the side setbacks will meet the 5 feet minimum requirement. According to MPMC § 21.22.050, a single-family dwelling with 4 or fewer bedrooms must have two enclosed garage spaces. The existing dwelling unit on Lot 1 has an existing attached three-car garage, which exceeds the minimum requirement, and is accessible from Barnum Way.

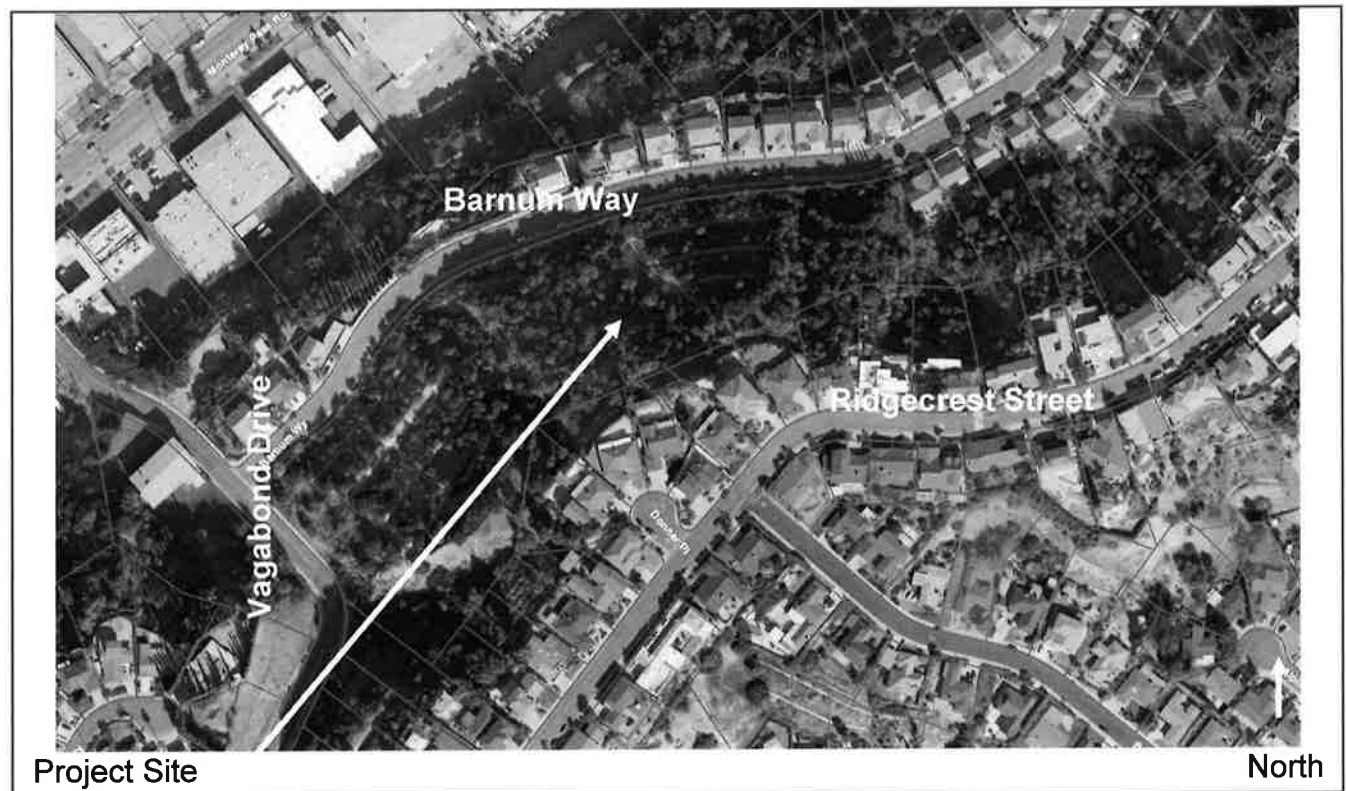
### Legal Notification

The legal notice of this hearing was posted at the subject site, City Hall, Monterey Park Bruggemeyer Library, and Langley Center on **February 2, 2018** and published in the Wave on **February 2, 2018**, with affidavits of posting on file. The legal notice of this hearing was mailed to **83** property owners within a 300 feet radius and current tenants of the property concerned on **February 8, 2018**.

Vicinity Map



Aerial Map



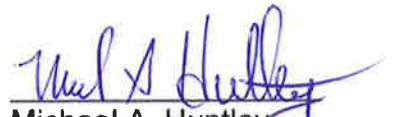
**ALTERNATIVE COMMISSION CONSIDERATIONS:**

None.

**FISCAL IMPACT:**

There may be an increase in sales tax revenue and business license tax revenue. Calculations of the exact amount would be speculative.

Respectfully submitted,




Michael A. Huntley  
Community and Economic  
Development Director

Prepared by:



Samantha Tewasart  
Senior Planner

Reviewed by:



Natalie C. Karpeles  
Deputy City Attorney

Attachments:

- Attachment 1: Draft Resolution
- Attachment 2: Tentative Map 78209

# ATTACHMENT 1

## Draft Resolution

## **RESOLUTION NO.**

### **A RESOLUTION APPROVING TENTATIVE MAP NO. 78209 (TM-17-12) TO SUBDIVIDE ONE LOT INTO TWO LOTS AT 772 BARNUM WAY**

The Planning Commission of the City of Monterey Park does resolve as follows:

#### **SECTION 1:** The Planning Commission finds and declares that:

- A. On October 10, 2017, Sonny Ho, submitted an application pursuant to Title 20 of the Monterey Park Municipal Code ("MPMC") requesting approval of Tentative Map No. 78209 (TM-17-12) to subdivide one lot into two lots at 772 Barnum Way ("Project");
- B. The proposed Project was reviewed by the Community and Economic Development Director for, in part, consistency with the General Plan and conformity with the MPMC;
- C. In addition, the City reviewed the Project's environmental impacts under the California Environmental Quality Act (Public Resources Code §§ 21000, *et seq.*, "CEQA") and the regulations promulgated thereunder (14 California Code of Regulations §§ 15000, *et seq.*, the "CEQA Guidelines");
- D. The Community and Economic Development Department completed its review and scheduled a public hearing regarding the proposed Project, before the Planning Commission for February 27, 2018. Notice of the public hearing on the proposed Project was posted and mailed as required by the MPMC;
- E. On February 27, 2018, the Planning Commission held a public hearing to receive public testimony and other evidence regarding the proposed Project including, without limitation, information provided to the Planning Commission by City staff and public testimony, and representatives of Sonny Ho; and
- F. This Resolution and its findings are made based upon the testimony and evidence presented to the Commission at its February 27, 2018 hearing including, without limitation, the staff report submitted by the Community and Economic Development Department.

#### **SECTION 2:** *Factual Findings and Conclusions.* The Planning Commission finds that the following facts exist and makes the following conclusions:

- A. The project consists of the division of property in an urbanized area zoned for residential use into four or fewer parcels. The Applicant seeks to divide one lot into two lots;
- B. 772 Barnum Way is zoned R-1 (Single-Family Residential) and designated Low Density Residential in the General Plan. The Low Density Land Use category allows for traditional single-family homes, with one dwelling allowed per lot. Residences in this category consist generally of single-family, detached houses with private yards;



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RESOLUTION NO.  
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- C. The project site is located on the south side of Barnum Way. The properties located to the north, south, east, and west of the project site are R-1 zoned lots;
- D. The project site is irregularly shaped, has a frontage of approximately 1,252 feet on Barnum Way, and a total lot area of 330,130 square feet (7.58 acres) in size. The proposed subdivision is to divide the majority of the western portion of the lot from the eastern portion to create a 16,402 square feet lot for the existing single-family dwelling, which is identified as Lot 1 on the tentative map. The remaining lot area labeled as Lot 2 will be 313,728 square feet (7.2 acres) in size. Lot 2 will have an average lot depth greater than 200 feet and a lot width greater than 1,197 feet. No development is currently proposed for Lot 2;
- E. Lot 1 is currently developed with an existing 2,634 square foot two-story single-family dwelling with an attached 533 square foot three-car garage constructed in 1980 at the most eastern portion of the subject property;
- F. The proposed subdivision does not require any variances or exceptions;
- G. The proposed subdivision will provide required access and services to each subdivided lot;
- H. The subject property has not been involved in a division of a larger parcel within the previous two years;
- I. The subject property does not have an average slope greater than 20 percent; and
- J. There are no public easements for access within the proposed development.

**SECTION 3:** *Environmental Assessment.* Because of the facts identified in Section 2 of this Resolution, the Project is categorically exempt from additional environmental review pursuant to CEQA Guidelines § 15315 as a Class 15 categorical exemption (Minor Land Divisions).

**SECTION 4:** *Tentative Map Findings.* The Commission finds as follows pursuant to Government Code § 66474 and MPMC Title 20:

- A. The proposed tentative map is consistent with the general plan, as required by Government Code § 66473.5. The size of the property is 330,130 square feet (7.58 acres). The proposed subdivision would create a 16,402 square feet lot for the existing single-family dwelling (identified as Lot 1 on the tentative map); leaving 313,728 square feet (7.2 acres) for Lot 2. In the R-1 Zone, one dwelling unit is allowed for every 6,000 square feet of lot area. In this case, the remaining 7.2 acres will be adequate in size to accommodate a single-family dwelling. At this time no development is planned for Lot 2; however, the tentative map for this project would allow for at least one single-family dwelling to be constructed on

**PLANNING COMMISSION  
RESOLUTION NO.  
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Lot 2 in the future. The proposed project is less than the maximum density (0 to 8 dwelling units per acre) for this site. Additionally, the property is located on Barnum Way, a local street with a 60-foot right-of-way, which is adequate in size and capacity to accommodate the anticipated traffic that will be generated by the subdivision. There is no specific plan adopted for this area.

- B. The design or improvement of the proposed subdivision is consistent with the general plan. The General Plan designation is Low Density Residential. The proposed subdivision is located in the City's R-1 residential zone and is bordered by residentially developed lots to the north, south, east, and west. Lot 1 is already developed with a single-family residence. The proposed project would create 313,728 square feet (7.2 acres) and would allow for the creation of at least one single family residence on Lot 2.
- C. The site is physically suitable for the type of development and the proposed density of the project. The total size of the lot is 330,130 square feet (7.58 acres). The proposed subdivision is to divide the majority of the western portion of the lot from the eastern portion to create a 16,402 square feet lot for the existing single-family dwelling, which is identified as Lot 1 on the tentative map. The remaining lot area labeled as Lot 2 will be 313,728 square feet (7.2 acres) in size; Lot 2 will therefore be adequate in size to accommodate a single-family dwelling because in the R-1 Zone, one dwelling unit is allowed for every 6,000 square feet of lot area. Lot 2 will have an average lot depth greater than 200 feet and a lot width greater than 1,197 feet. According to Monterey Park Municipal Code (MPMC) § 21.08.080, the minimum lot area required for an R-1 zoned lot is 6,000 square feet and the minimum lot width is 50 feet. Both Lots 1 and 2 will exceed the minimum requirements. According to the property owner, the purpose for the subdivision is for financing reasons only. There are currently no plans for development on Lot 2.
- D. The design of the subdivision is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. The subject property is bordered by residentially developed lots to the north, south, east, and west. There are no rare plants, wild animals or cultural, historical or scenic aspects within the surrounding area.
- E. The design of the subdivision is not likely to cause serious public health problems. The proposed subdivision will not cause any public health problems in that the subdivision will be created according to all City, State, and Federal regulations and specifications.
- F. The design of the subdivision will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. There are no public easements for access within the proposed

**PLANNING COMMISSION  
RESOLUTION NO.  
PAGE 4 OF 5**

development. The design of the subdivision will not require a school site dedication, land reservations for public use, or soil report.

**SECTION 5:** *Approval.* Subject to the conditions listed on the attached Exhibit "A," which are incorporated into this Resolution by reference, the Planning Commission approves Tentative Map No. 78209 (TM-17-12).

**SECTION 6:** *Reliance on Record.* Each and every one of the findings and determinations in this Resolution are based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the project. The findings and determinations constitute the independent findings and determinations of the Planning Commission in all respects and are fully and completely supported by substantial evidence in the record as a whole.

**SECTION 7:** *Limitations.* The Planning Commission's analysis and evaluation of the project is based on the best information currently available. It is inevitable that in evaluating a project that absolute and perfect knowledge of all possible aspects of the project will not exist. One of the major limitations on analysis of the project is the Planning Commission's lack of knowledge of future events. In all instances, best efforts have been made to form accurate assumptions. Somewhat related to this are the limitations on the City's ability to solve what are in effect regional, state, and national problems and issues. The City must work within the political framework within which it exists and with the limitations inherent in that framework.

**SECTION 8:** *Summaries of Information.* All summaries of information in the findings, which precede this section, are based on the substantial evidence in the record. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact.

**SECTION 9:** This Resolution will remain effective until superseded by a subsequent resolution.

**SECTION 10:** A copy of this Resolution will be mailed to the applicant, Sonny Ho, and to any other person requesting a copy.

**SECTION 11:** This Resolution may be appealed within ten (10) calendar days after its adoption. All appeals must be in writing and filed with the City Clerk within this time period. Failure to file a timely written appeal will constitute a waiver of any right of appeal.

**SECTION 12:** Except as provided in Section 11, this Resolution is the Planning Commission's final decision and will become effective immediately upon adoption.

**ADOPTED AND APPROVED** this 27<sup>th</sup> day of February 2018.

**PLANNING COMMISSION  
RESOLUTION NO.  
PAGE 5 OF 5**

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Chairperson Larry Sullivan

I hereby certify that the foregoing Resolution was duly adopted by the Planning Commission of the City of Monterey Park at the regular meeting held on the 27<sup>th</sup> day of February 2018, by the following vote of the Planning Commission:

AYES:  
NOES:  
ABSTAIN:  
ABSENT:

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Michael A. Huntley, Secretary

APPROVED AS TO FORM:  
Mark D. Hensley, City Attorney

By:

  
Natalie C. Karpeles,  
Deputy City Attorney

## **PLANNING COMMISSION RESOLUTION NO.**

### **Exhibit A**

## **CONDITIONS OF APPROVAL**

### **772 BARNUM WAY**

In addition to all applicable provisions of the Monterey Park Municipal Code ("MPMC"), Sonny Ho agrees that he will comply with the following conditions for approval of Tentative Map No. 78209 (TM-17-12) ("Project Conditions").

#### **PLANNING:**

1. Sonny Ho (the "Applicant"), agrees to indemnify and hold the City harmless from and against any claim, action, damages, costs (including, without limitation, attorney's fees), injuries, or liability, arising from the City's approval of TM-17-12 except for such loss or damage arising from the City's sole negligence or willful misconduct. Should the City be named in any suit, or should any claim be brought against it by suit or otherwise, whether the same be groundless or not, arising out of the City approval of TM-17-12, the Applicant agrees to defend the City (at the City's request and with counsel satisfactory to the City) and will indemnify the City for any judgment rendered against it or any sums paid out in settlement or otherwise. For purposes of this section "the City" includes the City of Monterey Park's elected officials, appointed officials, officers, and employees.
2. This approval is for the project as shown on the plans reviewed and approved by the Planning Commission and on file. Before the City issues a building permit, the Applicant must submit plans, showing that the project substantially complies with the plans and conditions of approval on file with the Planning and Building and Safety Divisions. Any subsequent modification must be referred to the Director of Community and Economic Development for a determination regarding the need for Planning Commission review and approval of the proposed modification.
3. The Tentative Map No. 78209 (TM-17-12) expires twenty-four months after its approval if the use has not commenced or if improvements are required, but construction has not commenced under a valid building permit. A total of three, one year, extensions may be granted by the Planning Commission upon finding of good cause. An application requesting an extension must be filed with the Community and Economic Development Department before the expiration date.
4. All conditions of approval must be listed on the plans submitted for plan check and on the plans for which a building permit is issued.
5. Before building permits are issued, the applicant must obtain all the necessary approvals, licenses and permits and pay all the appropriate fees as required by the City.

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6. The real property subject to TM-17-12 must remain well-maintained and free of graffiti. Any graffiti must be removed within 24 hours after discovery.
7. Landscaping/irrigation must be maintained in good condition at all times.
8. A final map must be approved and recorded before the City issues a certificate of occupancy.
9. All enclosed garage spaces must be used for off-street parking only. There cannot be any personal storage or conversion of this space that would prevent the parking of vehicles in the enclosed garage.

**ENGINEERING:**

10. Pursuant to the Los Angeles County Municipal "National Pollutant Discharge Elimination System (NPDES) Permit," under which the City of Monterey Park is a permittee, this project involves the distribution of soils by grading, clearing and/or excavation. The applicant/property owner is required to obtain a "General Construction Activity Storm Water" Permit, and the City of Monterey Park will condition a grading permit on evidence of compliance with this permit and its requirements. Compliance information is available in the office of the City Engineer. The project will require the preparation of a Low Impact Development (LID) Plan. The LID Plan must be reviewed and approved by the City's storm water consultant prior to issuance of permits. Upon approval of the NPDES document by the City, the applicant/property owner must submit an electronic copy of the approved NPDES file, including site drawings, before the City issues a building or grading permit.
11. The applicant must record the final map after the City approves the final map in accordance with the MPMC and accepts any applicable bonds or agreements. A refundable \$187 cash deposit must be submitted to guarantee that developer will provide the City with one transparent 4 mil thick mylar tracing; one electronic file of approved final map tracings transferable to City's AutoCAD and GIS systems; and two copies of the recorded final map which must be filed with the City Engineer within three months of recordation. If a recorded copy is not submitted by the end of the three-month time period, developer will forfeit the \$187 cash deposit.
12. The applicant/property owner must provide written proof that there are no liens against the subdivision for unpaid taxes or special assessments and submit Los Angeles County tax bill, tax payment receipt, and copy of cancelled check before filing a Final Map with the City for approval.
13. Applicant agrees to pay City any development impact fees ("DIFs") that may be applicable to the Project. Applicant takes notice pursuant to Government Code § 66020(d) that City is imposing the DIFs upon the Project in accordance with the

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Mitigation Fee Act (Government Code § 66000, *et seq.*). Applicant is informed that it may protest DIFs in accordance with Government Code § 66020.

14. All improvement plans, including grading and public improvement plans must be based upon City approved criteria. Benchmark references to be obtained from the Engineering Division.
15. A water plan must be submitted for review and approval by the City Engineer. This plan must substantiate adequate water service for domestic flow, fire flow and identify backflow prevention. A water system analysis must be provided by the developer to demonstrate that the new development does not negatively impact the existing system. If the existing system does not have adequate pressure and fire flow to serve the development, the developer will be responsible for upgrading the water main as necessary in the public right-of-way.
16. A domestic water demand must be provided to the city in the form of (Average Hourly Demand) and (Peak Hourly Demand). If it is determined that the surrounding infrastructure is inadequate to meet the additional demand of the project, the developer must provide recommendations to improve the system to a level needed to meet the additional demand. This must include hydraulic modeling and calculations supporting the recommendation. The proposed system improvements will be reviewed and validated by the City's Water Division and the City Engineer.
17. Water Division requirements are to be determined upon completion and submittal of a water meter sizing sheet by the applicant. This may include up sizing of water meter and water services. All upgrading costs are the responsibility of the property owner and must be completed prior to approval of the grading and drainage plans.
18. The applicant must provide survey monuments denoting the new property boundaries and lot lines to the satisfaction of the City Engineer. All maps must be prepared from a field survey. Compiled maps are not permitted. Whenever possible, lot lines must be located to coincide with the top of all man-made slopes. Any deviation from this requirement must be approved by the City Engineer.
19. The applicant must provide a site drainage plan for review and approval by the City Engineer. The property drainage must be designed so that the property drains to the public street or in a manner otherwise acceptable to the City Engineer. Drainage from contiguous properties must not be blocked and must be accommodated to the satisfaction of the City Engineer. A hydrology and hydraulic study of the site may be required for submittal to the City Engineer for review and approval.
20. All storm drainage facilities serving the development must accommodate a 50-year storm. If existing storm drain facilities are inadequate they must be enlarged

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as necessary. All storm drain facilities must be designed and constructed to Los Angeles County Department of Public Works standards and specifications and also the satisfaction of the City Engineer before approving grading and drainage plans.

21. For any future subdivision and/or development, the developer must prepare a Street Improvement Plan which must include the full width resurfacing of Barnum Way along the development, reconstruction of sidewalk, driveway approaches, curb and gutter along the entire property frontage on Barnum Way. The Street Improvement Plan must also include the full width resurfacing of Vagabond Drive along the development, reconstruction of sidewalk, driveway approaches, curb and gutter along the entire property frontage on Vagabond Drive. The developer must be responsible for construction installation costs of said improvements and any incidental work thereof and must be approved by the City Engineer.
22. For any future subdivision and/or development, the developer must prepare a Street Lighting Plan for the proposed development. The Street Lighting Plan must include lighting on Barnum Way and Vagabond Drive adjacent to the development frontage. Design plans and standards must comply with the Los Angeles County Department of Public Works and Southern California Edison standards. The developer must be responsible for the construction and installation costs of said improvements and any incidental work thereof and must be approved by the City Engineer.
23. Any damage done to existing street improvements and utilities during construction must be repaired before the City issues certificates of occupancy. Pre-existing damaged, deteriorated, substandard or off-grade curb, gutter, driveways and sidewalk must be repaired or replaced to the satisfaction of the City Engineer.
24. All public works improvements must comply with the standards and specifications of the City and to the satisfaction of the City Engineer. All public works improvements must be completed and accepted by the City or a public works improvement guarantee and agreement posted before final map approved by the City Council.
25. All electric, telephone and cable TV utility services must be installed fully underground and to required City standards. Satisfactory provisions for all other utilities and service connections, including water, sewer and gas, must be made to City and public utility standards. A utility plan must be prepared and submitted showing all existing and proposed utilities prior to approval of the Grading and Drainage Plans. The utilities may be shown on either a separate plan or on the proposed site plan.
26. A sewer study must be provided to demonstrate that the new development does not negatively impact the existing sewer system. If existing sewer does not have adequate capacity to serve the development, the developer will be responsible



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for upgrading the sewer main as necessary in the public right-of-way. A sewer connection reconstruction fee will be assessed at the time the building permit is issued, in accordance with Chapter 14.06 of the Monterey Park Municipal Code.

27. The tentative map must be in accordance with the adopted conditions of approval for the tentative map and the specific criteria noted by the City Engineer. Verify and submit the correct drainage pattern of adjacent properties.
28. For any future subdivision and/or development, the parkways must be irrigated and landscaped per plans submitted for review and approval by the City Engineer, prior to approval of the Grading and Drainage Plans.
29. For any future subdivision and/or development, a Traffic Impact Study must be required, said traffic study must meet City traffic study standards and requirements. A traffic striping plan must be required for street resurfacing work or any alteration of existing striping and must be approved by the City Engineer.

**POLICE:**

30. Adequate exterior lighting must be provided so that the units are visible from the street during the hours of darkness.
31. Provide an access control system such as a keypad, card reader, or electric latch retraction device for ingress and egress gates and doors in order to control and deter unwanted access onto the property. A key card or key code must be provided to the police department to access the property in case of an emergency.
32. The shrubbery on the property must be installed and maintained in such condition to permit good visibility of the units from the streets. Any shrubbery surrounding the complex and in the courtyard areas must be planted and maintained where the height of the greenery would not easily conceal persons.

By signing this document, Sonny Ho, certifies that the Applicant read, understood, and agrees to the Project Conditions listed in this document.

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Sonny Ho, Applicant

# ATTACHMENT 2

Tentative Map No. 76041



# Planning Commission Staff Report

**DATE:** February 27, 2018

**AGENDA ITEM NO:** 3-B

**TO:** The Planning Commission  
**FROM:** Michael A. Huntley, Community and Economic Development Director  
**SUBJECT:** A Public Hearing to Consider a Conditional Use Permit (CU-18-02) to allow a hospital with an ancillary heliport – 1977 Saturn Street.

## **RECOMMENDATION:**

It is recommended that the Planning Commission consider:

- (1) Opening the public hearing;
- (2) Receiving documentary and testimonial evidence;
- (3) Closing the public hearing;
- (4) Adopting the Resolution approving the requested Conditional Use Permit (CUP-18-02), subject to conditions of approval contained therein; and
- (5) Take such additional, related, action that may be desirable.

## **CEQA (California Environmental Quality Act):**

The proposed project is categorically exempt from the provision of the California Environmental Quality Act (CEQA) per State CEQA guidelines CEQA Guidelines § 15301 (Class 1 – Existing Facilities), because the project consists of the operation and licensing of an existing structure. No physical changes are proposed to the site, except for interior tenant improvement work and a new front entrance to meet accessibility requirements. The subject property is an existing 203,491 square feet two-story office building that was previously occupied by financial institution for administrative purposes. The proposed use will be predominantly administrative office uses in nature with some clinical operations. Approximately 150,000 square feet of the existing building will be utilized for administrative office purposes and the remaining 50,000 square feet of building area will be used for organ procurement. No new square footage is proposed to the existing building or modifications to the existing parking area.

## **EXECUTIVE SUMMARY:**

The applicant, Prasad Garimella, on behalf of OneLegacy, is requesting approval of a Conditional Use Permit to allow a hospital with an ancillary heliport at 1977 Saturn Street. The property is zoned O-P (Office Professional) and is designated C (Commercial) in the General Plan.

Staff is recommending approval of the Conditional Use Permit (CUP-18-02) subject to the conditions contained in the Resolution to address any concerns that are typically associated with a hospital and heliport use. The subject property is an existing two-story office building that was previously occupied by East West Bank for administrative purposes. The proposed use will be predominantly administrative office uses in nature with some clinical operations. No new square footage is proposed to the existing building or modifications to the existing parking area. The proposed work to the building will be mostly interior along with a new front entrance to comply with accessibility requirements. Potential concerns related to noise is addressed in the Noise Analysis Technical Study conducted for the proposed use as discussed below.

## **BACKGROUND:**

### **Property Description**

The subject property is located on the north side of Saturn Street within McCaslin Park, north of Potrero Grande Drive. The subject lot is 869,727 square feet (20 acres) in size and is currently developed with a 203,491 square foot, two-story office building constructed in 1979 with 785 at-grade parking spaces. Properties located to the north and east include a Southern California Edison (SCE) easement and R-1 (Single-Family Residential) zoned lots, west are R-1 zoned lots, and south are O-P (Office Professional) zoned lots and Potrero Grande Drive. The property is accessible from two driveways on Saturn Street. The number of existing parking spaces on the property will be more than adequate for the proposed use.

According to the General Plan, McCaslin Park, also known as Saturn Park, is a 72 acre business park that contains some of Monterey Park's newest industrial development. Established as a cohesive business park in the 1970s and 80s, this area accommodates a range of professional office, laboratory, light manufacturing, and warehousing uses. Some of the current business operators include Care 1<sup>st</sup> Health Plan, Union Bank Corporate Office, TMC Power Equipment, Ross Name Plates, and the Association of Los Angeles Deputy Sheriffs. The City intends for the Saturn Park to continue to provide diverse business and employment opportunities, with an emphasis on businesses that employ skilled workers.

### **Project Description**

According to the floor plan, approximately 50,000 square feet of the gross building area will be utilized for administrative offices, education and training, and conference spaces; approximately 50,000 square feet will be utilized for clinical spaces; approximately 50,000 square feet will be utilized for 24/7/365 call center purposes, clinical operations, information technology and cafeteria purposes; and the remaining 50,000 square feet will be utilized for future expansion purposes, potentially to provide space for related companies and organizations dedicated to life-saving transplantation. According to the applicant, the intent of the proposed floor plan is to place the administrative staff at the northern portion of the building towards the residential area, while keeping the clinical use at the southern portion of the building further away from the residential area to the

north. The entrance of the building will be remodeled and updated for accessibility purposes.

According to the applicant, OneLegacy will be relocating their corporate office headquarters from West Los Angeles to Monterey Park. OneLegacy currently has 350 highly educated and skilled staff members. OneLegacy will bring to Monterey Park the world's largest Organ Procurement Organization, with an annual revenue of \$90+ million, that saves and heals more lives through donation and transplantation than any organization of its kind. OneLegacy will bring to City the most advanced medical and software technologies that have transformed the field of donation nationally and internationally. OneLegacy has been the inventor of and leading developer of an Electronic Donor Record and Web-Based organ offer system. OneLegacy also provides surgical training in graft implantation to local, regional, and national Ophthalmologic surgeons through training programs. OneLegacy also provides similar training to cardiac surgeons in the transplantation of heart valves to benefit cardiac patients from throughout the region.

#### Helipoint

As part of OneLegacy's operations there will be the need for a helipoint to allow for 50-60 helicopter flights to and from the facility per year, or roughly one flight per week. The flights are anticipated to occur mostly during the day time. Based on historical data of a similar use, it is anticipated that 90 percent of flights would occur during the daytime period (7 AM – 7 PM), 5 percent of flights would occur during the evening period (7 PM – 10 PM), and 5 percent of flights would occur during the nighttime period (10 PM – 7 AM). The helipoint is proposed on the rooftop at the most southwestern corner of the building away from the residential uses to the north and west.

Helicopters, similar to those that are in use by other hospitals to transport emergency patients, will be used only when the medical urgency of the waiting transplant recipient requires the rapid transport of the surgical recovery teams to the OneLegacy Recovery center and returning with the life-saving organ to their transplant centers. The few flights that will be landing and taking off throughout the year will be largely due to "urgency rather than frequency." Hearts and lungs, which are only viable for a few hours after recovery, need to be transplanted into recipients immediately to avoid rejection and potential harm to the recipient at their local transplant centers located at USC, UCLA, and Cedars Sinai Medical Center. All such flight and helicopter types have been independently tested and verified to be below the City's noise ordinance thresholds. According to MPMC § 21.12.030, a hospital is subject to the approval of a conditional use permit.

#### Noise Analysis

A Noise Analysis was conducted by Heliplanners, Inc. on behalf of the applicant. The Analysis was peer reviewed by the City's environmental consultant, Michael Baker International. The Noise Analysis concludes that helicopter noise levels from approach/departure to/from the east would not exceed the City's exterior noise

standards and would be below the Federal Interagency Committee on Noise (FICON) – recommended 5.0 dB threshold for ambient noise less than 60 dB CNEL, the 3.0 dB threshold for ambient noise between 60 and 65 dB CNEL, and the 1.5 dB threshold for ambient noise greater than 65 dB CNEL. Also, helicopter noise levels from approach/departure to/from the west would not exceed the City's exterior noise standards and would be below the FICON-recommends 5.0 dB threshold for ambient noise less than 60 dB CNEL, the 3.0 dB threshold for ambient noise between 60 dB CNEL, and the 1.5 dB threshold for ambient noise greater than 65 dB CNEL.

According to the Analysis, the project site is located approximately 0.35 miles north of the State Route (SR) Pomona 60 Freeway. The pilots would be instructed to use the specified approach/departure paths as illustrated in Figure 3 in the Noise Analysis Technical Study, which would follow the SR 60 corridor and would not operate directly over the existing residential uses. The rooftop heliport would be approximately 45 feet above ground.

According to the Analysis, the major noise sources within the City include vehicle traffic, specifically SR 60 located to the south of the project site. As stated in the General Plan, air traffic into and out of the Los Angeles International Airport (LAX), located approximately 25 miles west of the City, follows an east-west route directly over the middle of the City. Similar flying centers near the project site include the Los Angeles County/USC Medical Center approximately 6 miles to the west, Cedars-Sinai Medical Center approximately 15 miles to the west, and the Ronald Regan UCLA Medical Center approximately 19 miles to the west.

The existing ambient noise environment near the project site was determined by conducting noise measurements near sensitive receptors that would potentially be impacted by the property project. Short-term (15-minutes) and long-term (24-hour) noise monitoring was conducted. These measures noise levels represent day-to-day noise from sources near the project site, including vehicular traffic along local streets.

#### General Plan Consistency

According to the General Plan, the Noise Element establishes goals and policies for the compatibility of land uses with various noise levels. These policies have been used to set and adopt noise compatibility criteria for various land uses within the City. The purpose of these criteria is to reduce the various potential effects of noise, including sleep disturbance, reduced physical and mental performance, annoyance, and interference with speech communication. According to the General Plan, Policy 7.2 restricts the establishment/use of helipads to those areas of the City where overflights of residential neighborhoods can be avoided, except where such operations are needed to support critical medical and emergency response facilities.

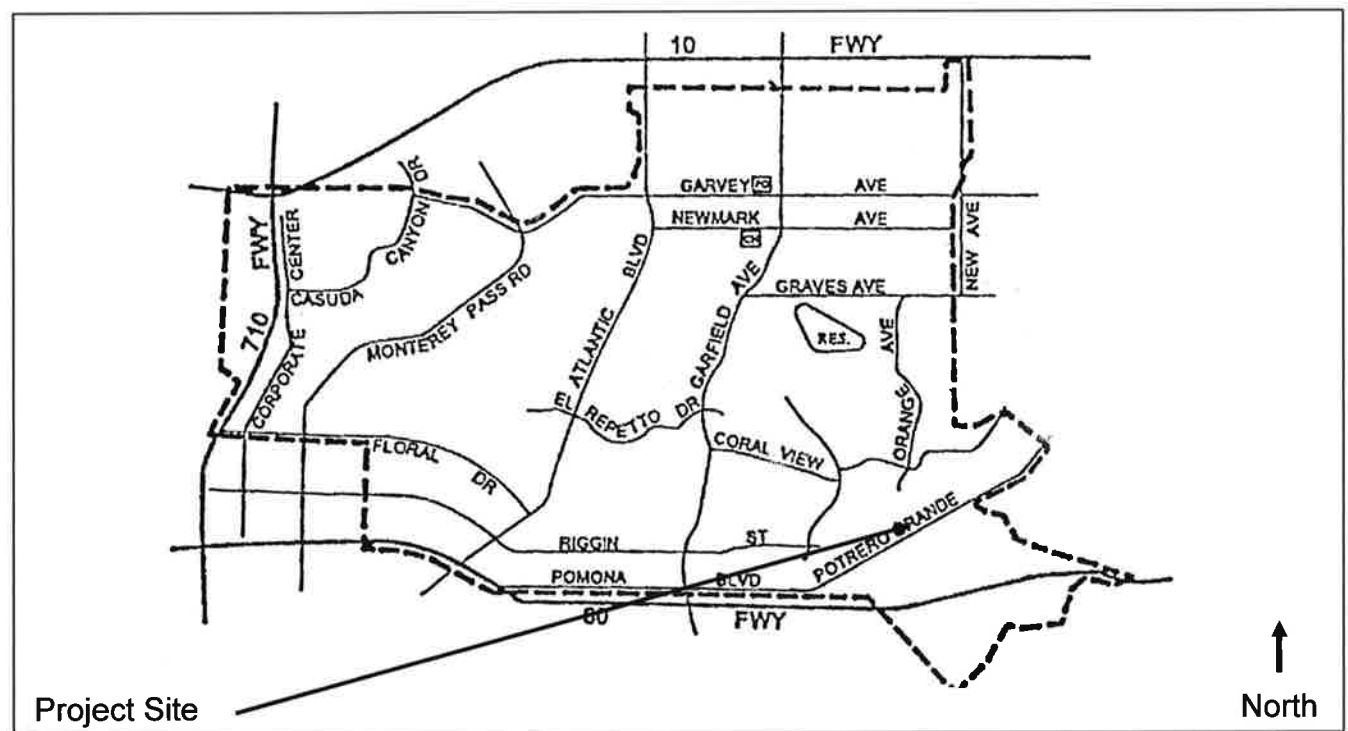
The City regulates noise through Chapter 9.53 of the Municipal Code, which has established noise standards for stationary noise levels at various categories of land uses. According to the Noise Analysis from the approach/departure from/to the east and west, the noise generated by the helicopter approach from the east and west would be

similar to existing conditions, especially considering the fact that noise from flights would occur for a relatively short period of time and would be infrequent. At no time would helicopter flights exceed the noise thresholds as identified in the General Plan and Municipal Code.

#### Legal Notification

The legal notice of this hearing was posted at City Hall, Monterey Park Bruggemeyer Library, and Langley Center on **February 2, 2018**, with affidavits of posting on file. The legal notice of this hearing was mailed to **79** property owners within a 300 foot radius and current tenants of the property concerned on **February 2, 2018**.

#### Vicinity Map



Aerial Map




**ALTERNATIVE COMMISSION CONSIDERATIONS:**

None.

**FISCAL IMPACT:**

There may be an increase in sales tax revenue and business license tax revenue. Calculations of the exact amount would be speculative.

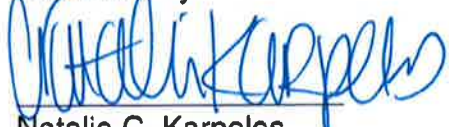
Respectfully submitted,

  
Michael A. Huntley  
Community and Economic  
Development Director

Prepared by:

  
Samantha Tewasart  
Senior Planner

Reviewed by:

  
Natalie C. Karpeles  
Deputy City Attorney



**Attachments:**

**Attachment 1: Draft Resolution**

**Exhibit A: Noise Analysis Technical Study**

**Attachment 2: Site and floor plans**

# ATTACHMENT 1

## Draft Resolution

## RESOLUTION NO.

### **A RESOLUTION APPROVING CONDITIONAL USE PERMIT (CUP-18-02) TO ALLOW FOR A HOSPITAL WITH ANCILLARY HELIPORT AT 1977 SATURN STREET**

The Planning Commission of the City of Monterey Park does resolve as follows:

#### SECTION 1: The Planning Commission finds and declares that:

- A. On January 5, 2018, Prasad Garimella on behalf of OneLegacy ("OneLegacy"), submitted an application, pursuant to Monterey Park Municipal Code ("MPMC") §§ 21.30.050 and 21.32.020, requesting a Conditional Use Permit (CUP-18-02) to allow for a hospital with ancillary heliport at 1977 Saturn Street ("Project");
- B. The proposed Project was reviewed by the City of Monterey Park Community and Economic Development Department for, in part, consistency with the General Plan and conformity with the Monterey Park Municipal Code ("MPMC");
- C. In addition, the City reviewed the Project's environmental impacts under the California Environmental Quality Act (Public Resources Code §§ 21000, *et seq.*, "CEQA") and the regulations promulgated thereunder (14 California Code of Regulations §§ 15000, *et seq.*, the "CEQA Guidelines");
- D. The Community and Economic Development Department completed its review and scheduled a public hearing regarding the Project before the Planning Commission for February 27, 2018;
- E. On February 27, 2018, the Planning Commission held a public hearing to receive public testimony and other evidence regarding the proposed Project, including, without limitation, information provided to the Planning Commission by City staff and public testimony, and representatives of OneLegacy; and
- F. This Resolution and its findings are made based upon the testimony and evidence presented to the Commission at its February 27, 2018 hearings including, without limitation, the staff report submitted by the Community and Economic Development Department.

#### SECTION 2: Factual Findings and Conclusions. The Planning Commission finds that the following facts exist and makes the following conclusions:

- A. The Applicant seeks to operate a hospital for organ procurement within an existing two-story office building with an ancillary heliport on the rooftop. No physical changes are proposed to the site, except for interior tenant improvement work and new front entrance to meet accessibility requirements;
- B. 1977 Saturn Street is zoned O-P (Office Professional) Zone and designated Commercial in the General Plan;
- C. According to MPMC § 21.12.020, a hospital is an allowed use subject to the approval of a conditional use permit;

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- D. The subject property is located on the north side of Saturn Street within McCaslin Park, north of Potrero Grande Drive in an area with other professional and healthcare office uses, such as laboratory, light manufacturing, and warehouse uses;
- E. Properties located to the north and east include a Southern California Edison (SCE) easement and R-1 (Single-Family Residential) zoned lots, west are R-1 zoned lots, and south are O-P (Office Professional) zoned lots and Potrero Grande Drive;
- F. The subject lot is 869,727 square feet (20 acres) in size and is currently developed with a 203,491 square foot, two-story office building constructed in 1979;
- G. There are a total of 785 at-grade parking spaces existing on the property, which will be adequate for the 350 staff members employed by the operator/applicant. The property is accessible from two existing driveways on Saturn Street;
- H. No additional building square footages or changes to the number of existing parking spaces, driveways or parking layout are proposed as part of the conditional use permit request;
- I. Short-term and long-term noise monitoring conducted by Heliplanners, Inc. near sensitive receptors at the project site represented that helicopter noise levels would not exceed the City's exterior noise standards (per Chapter 9.53 of the MPMC) and would be below the threshold ambient noise levels recommended by the Federal Interagency Committee on Noise. The noise generated by helicopter approach/departure would be similar to existing conditions and would be brief and infrequent. Furthermore, helicopter pilots would be instructed to use specified flight paths (*i.e.*, parallel to Route 60 Freeway) in order to further minimize noise impacts; and
- J. The City intends that Saturn Park continue to provide diverse business and employment opportunities, with an emphasis on businesses that employ skilled workers. OneLegacy operates the world's largest Organ Procurement Organization, has invented and developed an Electronic Donor Record and web-based organ offer system, and provides surgical training programs to local, regional and national ophthalmologic and cardiac surgeons.

**SECTION 3: Environmental Assessment.** No physical changes are proposed to the site, except for interior tenant improvement work and a new front entrance to meet accessibility requirements. The subject property is an existing 203,491 square foot two-story office building that was previously occupied by financial institution for administrative purposes. The proposed use will be predominantly administrative office uses in nature with some clinical operations. Approximately 150,000 square feet of the existing building will be utilized for administrative office purposes and the remaining 50,000 square feet of building area will be used for the organ procurement. No new square footage is proposed to the existing building or modifications to the existing parking area. Because of the facts identified in Section 2 of this Resolution, and the fact that the Project involves negligible or no expansion of an existing

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use, the Project is categorically exempt from additional environmental review pursuant to CEQA Guidelines § 15301 (Existing Facilities).

SECTION 4: Conditional Use Permit Findings. Pursuant to MPMC §§ 21.30.050 and 21.32.020, the Planning Commission finds as follows:

- A. The site is adequate in size, shape and topography for the proposed use including without limitation, any required yards, walls, fences, parking and loading facilities, landscaping, setbacks, and other development standards prescribed in this code.

The site is adequate in size, shape and topography for the proposed use in that the proposed use is a hospital for organ procurement within an existing two-story office building with an ancillary heliport on the rooftop. No physical changes are proposed to the site, except for interior tenant improvement work and new front entrance to meet accessibility requirements. No additional building square footage is proposed as part of the project.

- B. The site has sufficient access to streets and highways, adequate in width and pavement type to carry the quantity and quality of traffic generated by the proposed use.

The site has sufficient access to streets and highways, adequate in width and pavement type to carry the quantity and quality of traffic generated by the proposed use. The proposed use is a hospital within an existing two-story office building with an ancillary heliport and is not expected to significantly increase traffic. No changes are proposed to the existing parking area or driveways. The property is accessible from two existing driveways on Saturn Street. Saturn Street is identified as a minor arterial street in the General Plan Circulation Element. A minor arterial roadway provides a 64- to 68-foot curb-to-curb width within an 80- to 88-foot right-of-way. This allows for a four lane undivided roadway with a capacity up to 40,000 vehicles per day. The subject property is located in an area with other professional and healthcare office uses.

- C. The proposed use is consistent with the General Plan and any applicable specific plan. The proposed use is consistent with the General Plan and conforms to objectives of the General Plan and the Monterey Park Municipal Code zoning regulations. The subject property is designated Commercial in the General Plan. According to the General Plan, McCaslin Park (also known as Saturn Park), is a 72-acre business park that contains some of Monterey Park's newest industrial development. Established as a cohesive business park in the 1970s and 80s, this area accommodates a range of professional office, laboratory, light manufacturing, and warehousing uses. The City intends for the Saturn Park to continue to provide diverse business and employment opportunities, with an emphasis on businesses that employ skilled workers.

According to the applicant, OneLegacy will bring to Monterey Park the world's largest Organ Procurement Organization, with an annual revenue of \$90+ million, that heals

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and saves more lives through donation and transplantation than any organization if its kind. OneLegacy will bring to City the most advanced medical and software technologies that have transformed the field of donation nationally and internationally. OneLegacy has been the inventor of and leading developer of an Electronic Donor Record and Web-Based organ offer system. OneLegacy also provides surgical training in graft implantation to local, regional, and national Ophthalmologic surgeons through training programs. OneLegacy also provides similar training to cardiac surgeons in the transplantation of heart valves to benefit cardiac patients throughout the region.

- D. The proposed use will not create unusual noise, traffic, or other conditions that may be objectionable, detrimental, or incompatible with surrounding properties or other permitted uses in the City.

The proposed use, as conditioned, will not have an adverse effect on the use, enjoyment or valuation of property in the neighborhood as the conditions of approval will minimize the potential for any negative impacts. A Noise Analysis was conducted by Heliplanners, Inc. on behalf of the applicant. The Noise Analysis concludes that helicopter noise levels from approach/departure to/from the east would not exceed the City's exterior noise standards and would be below the Federal Interagency Committee on Noise (FICON) – recommended 5.0 dB threshold for ambient noise less than 60 dB CNEL, the 3.0 dB threshold for ambient noise between 60 and 65 dB CNEL, and the 1.5 dB threshold for ambient noise greater than 65 dB CNEL. Also, helicopter noise levels from approach/departure to/from the west would not exceed the City's exterior noise standards and would be below the FICON-recommends 5.0 dB threshold for ambient noise less than 60 dB CNEL, the 3.0 dB threshold for ambient noise between 60 dB CNEL, and the 1.5 dB threshold for ambient noise greater than 65 dB CNEL. The Noise Analysis identifies the flight travel path that pilots will be instructed to use to minimize noise impacts. The flight path will parallel the State Route 60 Pomona Freeway, which currently has vehicular traffic noise.

- E. The proposed use will not have an adverse effect on the public health, safety and general welfare.

The proposed use will not have an adverse effect on the public health, safety, and general welfare because conditions of approval have been incorporated to minimize and limit any potential adverse effects to neighboring properties. A Noise Analysis was conducted for the proposed ancillary heliport use. The existing ambient noise environment near the project site was determined by conducting noise measurements near sensitive receptors that would potentially be impacted by the property project. Short-term (15-minutes) and long-term (24-hour) noise monitoring was conducted. These noise levels represent day-to-day noise from sources near the project site, including vehicular traffic along local streets. The City regulates noise through Chapter 9.53 of the Municipal Code, which has established noise standards for stationary noise levels at various categories of land uses. According to the Noise Analysis from the

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approach/departure from/to the east and west, the noise generated by the helicopter approach from the east and west would be similar to existing conditions, especially considering that noise from flights would occur for a relatively short period of time and would be infrequent. At no time would helicopter flights exceed the noise thresholds as identified in the General Plan and Municipal Code.

- F. The use applied for at the location set forth in the application is properly one authorized by conditional use permit pursuant to the MPMC.

The proposed hospital with ancillary heliport is a conditionally allowed use in the O-P zone. Chapter 21.12 provides for the development of the O-P zone; hospitals within the O-P zone are permitted uses, subject to the approval of a conditional use permit. (See section 21.12.020, Table 21.12(A) and section 21.12.040.) Conditions are included in this Resolution to mitigate the effects resulting from the proposed use.

SECTION 5: Approval. Subject to the conditions listed on the attached Exhibit "A," which are incorporated into this Resolution by reference, the Planning Commission approves Conditional Use Permit (CUP-18-02).

SECTION 6: Reliance on Record. Each and every one of the findings and determinations in this Resolution are based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the project. The findings and determinations constitute the independent findings and determinations of the Planning Commission in all respects and are fully and completely supported by substantial evidence in the record as a whole.

SECTION 7: Limitations. The Planning Commission's analysis and evaluation of the project is based on the best information currently available. It is inevitable that in evaluating a project that absolute and perfect knowledge of all possible aspects of the project will not exist. One of the major limitations on analysis of the project is the Planning Commission's lack of knowledge of future events. In all instances, best efforts have been made to form accurate assumptions. Somewhat related to this are the limitations on the City's ability to solve what are in effect regional, state, and national problems and issues. The City must work within the political framework within which it exists and with the limitations inherent in that framework.

SECTION 8: Summaries of Information. All summaries of information in the findings, which precede this section, are based on the substantial evidence in the record. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact.

SECTION 9: This Resolution will remain effective until superseded by a subsequent resolution.

SECTION 10: A copy of this Resolution will be mailed to Prasad Garimella on behalf of OneLegacy and to any other person requesting a copy.



**PLANNING COMMISSION  
RESOLUTION NO.  
PAGE 6 OF 6**

SECTION 10: A copy of this Resolution will be mailed to Prasad Garimella on behalf of OneLegacy and to any other person requesting a copy.

SECTION 11: This Resolution may be appealed within ten (10) calendar days after its adoption. All appeals must be in writing and filed with the City Clerk within this time period. Failure to file a timely written appeal will constitute a waiver of any right of appeal.

SECTION 12: Except as provided in Section 9, this Resolution is the Planning Commission's final decision and will become effective immediately upon adoption.

**ADOPTED AND APPROVED** this 27<sup>th</sup> day of February 2018.

---

Chairperson Larry Sullivan

I hereby certify that the foregoing Resolution was duly adopted by the Planning Commission of the City of Monterey Park at the regular meeting held on the 27<sup>th</sup> day of February 2018, by the following vote of the Planning Commission:

AYES:  
NOES:  
ABSTAIN:  
ABSENT:

---

Michael A. Huntley, Secretary

APPROVED AS TO FORM:  
Mark D. Hensley, City Attorney

By:



Natalie C. Karpeles,  
Deputy City Attorney



# **Noise Analysis Technical Study OneLegacy Heliport**

**Prepared for:**

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**Prepared by:**

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**RECEIVED**

**FEB 22 2018**

**CITY OF MONTEREY PARK  
COMMUNITY DEVELOPMENT DEPARTMENT**

**February 2018**

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## **A. EXECUTIVE SUMMARY**

This Noise Study assesses and discusses the potential noise impacts that may occur with the proposed rooftop heliport (helistop) at an existing building located at 1977 Saturn Street ("Project site"), in the City of Monterey Park ("City"). In addition, this analysis takes into consideration the peer review initiated by Michael Baker International (Michael Baker). The analysis describes the existing environment in the Project area and estimates future noise levels at surrounding land uses resulting from operation of the Project. The study discusses applicable federal, State, and local noise regulations; monitoring data; applicable noise thresholds; the methodology used to analyze potential noise impacts; and the modeled on-site uses. The findings of the analyses are as follows:

- Helicopter noise levels from approach/departure to/from the east would be below the Federal Interagency Committee on Noise (FICON)-recommended 5.0 dB threshold for ambient noise less than 60 dB CNEL, the 3.0 dB threshold for ambient noise between 60 and 65 dB CNEL, and the 1.5 dB threshold for ambient noise greater than 65 dB CNEL.
- Helicopter noise levels from approach/departure to/from the west would be below the FICON-recommended 5.0 dB threshold for ambient noise less than 60 dB CNEL, the 3.0 dB threshold for ambient noise between 60 and 65 dB CNEL, and the 1.5 dB threshold for ambient noise greater than 65 dB CNEL.

## **B. PROJECT DESCRIPTION**

The Applicant is proposing to develop a rooftop helistop at an existing building located at 1977 Saturn Street, Monterey Park, California. ("Project site"). The Project site is in the City of Monterey Park within the County of Los Angeles, as shown in **Figure 1, Regional Location**. The Project site is located approximately 0.35 miles north of the Pomona Freeway (State Route [SR] 60). The existing building is bound by Saturn Street to the south and by S. Orange Avenue to the east, as shown in **Figure 2, Site Location**. The existing surrounding uses include commercial and residential uses to the north and west.

Helicopter flight patterns would be regulated by a Conditional Use Permit (CUP). Pilots would be encouraged to use the specified approach/departure paths ("flight paths"), as illustrated in **Figure 3, Flight Path**, unless conditions (e.g., strong winds, temporary obstructions, obscured view, etc.) favored alternate approaches/departures. As shown in **Figure 3**, the flight paths would follow the SR 60 corridor and would not operate directly over the existing residential uses.

The rooftop helistop would be approximately 45 feet above ground. It is anticipated the most common type of helicopters that would utilize the helistop would include the Agusta A-109, Aerospatiale SA-355F Twin Star (AS-355), and the Sikorsky S-76. The maximum takeoff weight would range between 5,070 and 10,000 pounds. The rooftop helistop is anticipated to have a maximum of 60 flights per year. Based on historical data of a similar use, it is anticipated that 90 percent of flights would occur during the daytime period (7 AM–7 PM), 5 percent of flights would occur during the evening period (7 PM–10 PM), and 5 percent of flights would occur during the nighttime period (10 PM–7 AM). In addition, it is anticipated that 70 percent of flights would be from the Agusta A-109, 25 percent from the AS-355, and 5 percent from the Sikorsky S-76.

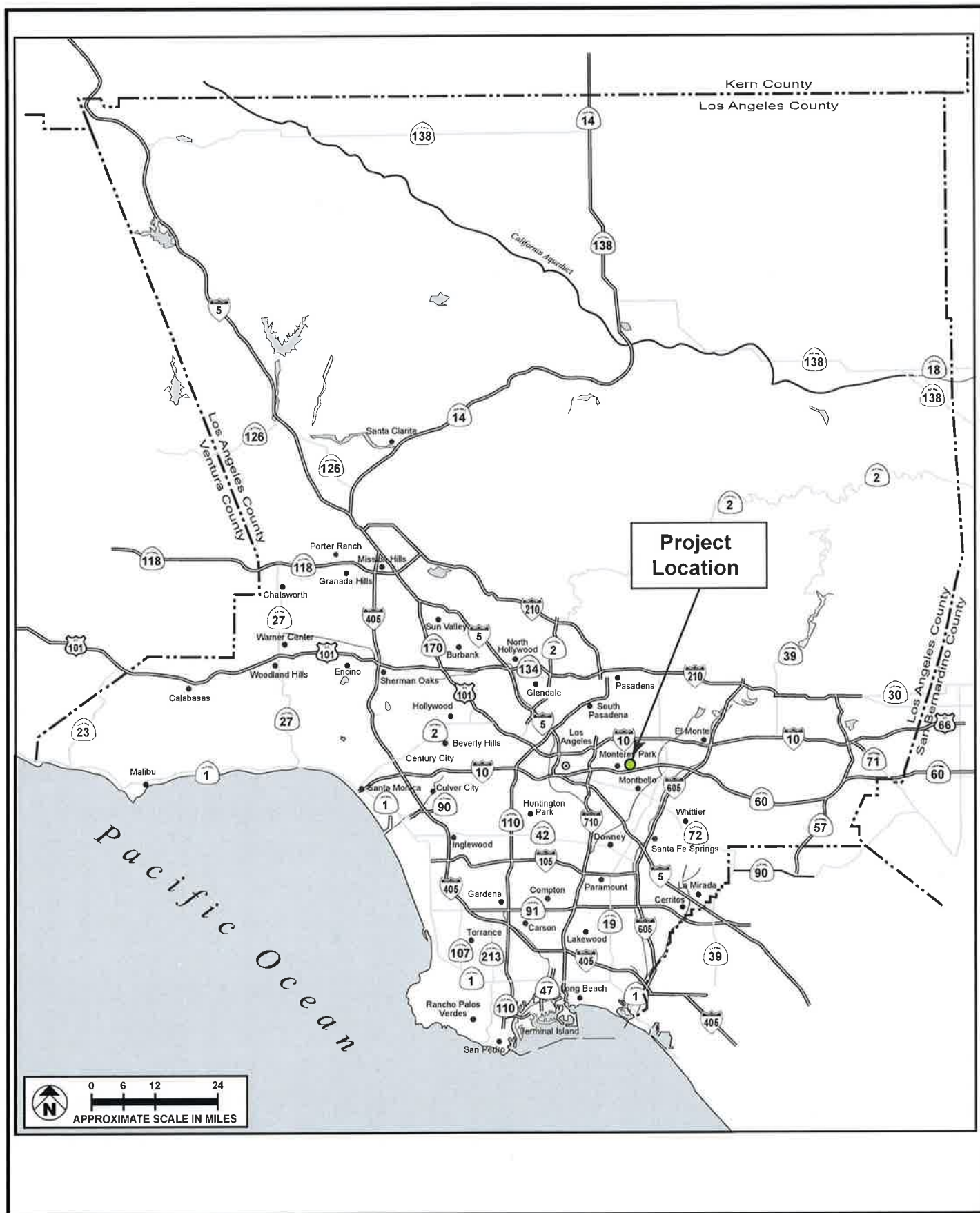
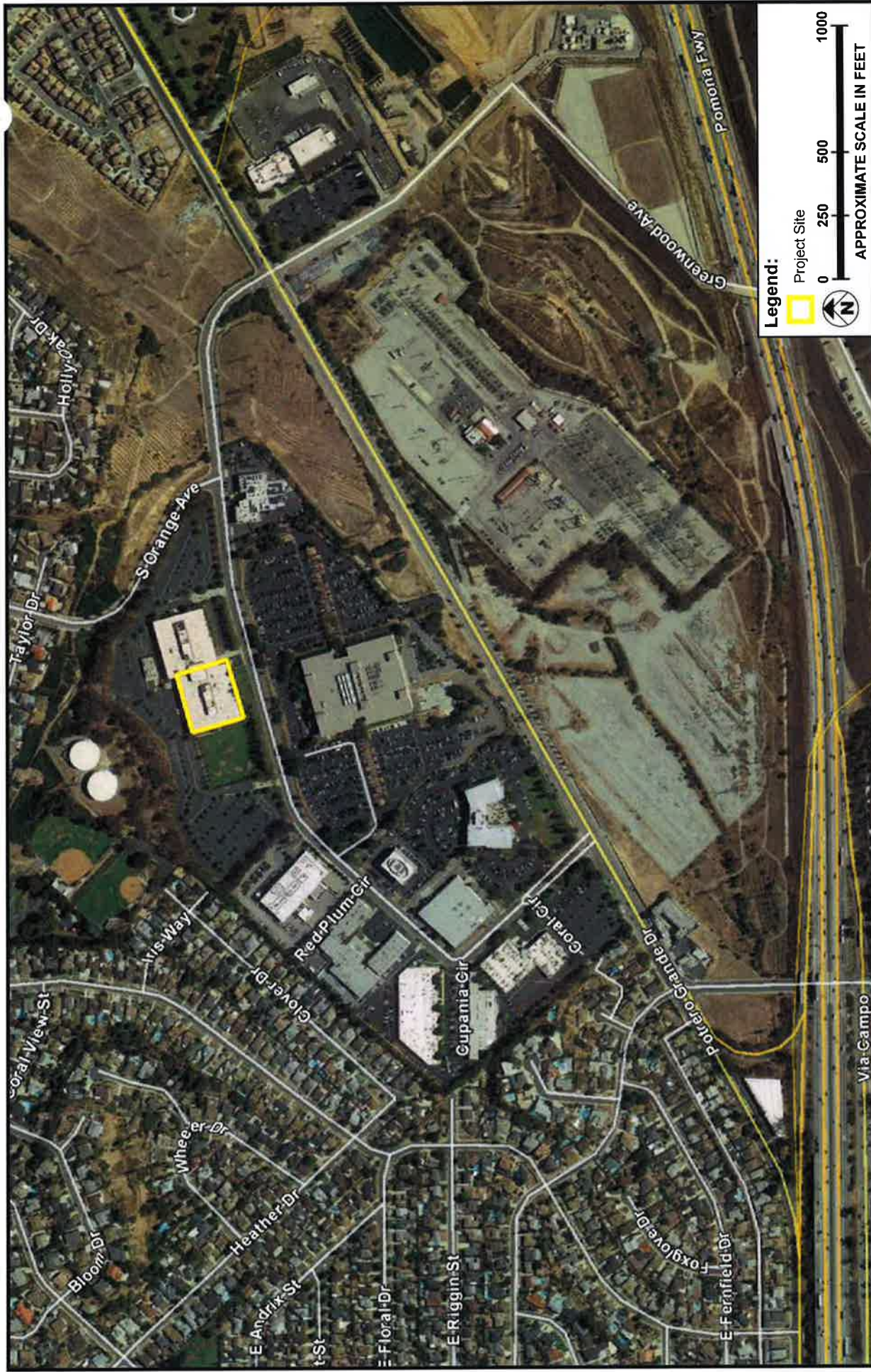


FIGURE 1





SOURCE: Google Earth - 2017

FIGURE 2





**FIGURE 3**



## C. ENVIRONMENTAL SETTING

### Fundamentals of Sound

Sound is the quickly varying pressure wave traveling through a medium. When sound travels through air, the atmospheric pressure varies periodically. The number of pressure variations per second is called the frequency of sound and is measured in Hertz (Hz), which is defined as cycles per second. “Sound” and “noise” will be used interchangeably throughout this report.

The sounds we hear are composed of various frequencies. A normal human ear is able to hear sounds with frequencies ranging from 20 Hz to 20,000 Hz, which is called the audible frequency range. The entire audible frequency range can be divided into 10 or 24 frequency bands, known as octave bands or 1/3 octave bands, respectively. A particular sound or noise can be seen to have different strengths or sound pressure levels (SPLs) in the frequency bands. The higher the frequency, the higher pitched a sound is perceived. For example, the sounds produced by drums have much lower frequencies than those produced by a whistle.

A single SPL is often used to describe a sound. This can be done by adding the contribution from all octave bands or 1/3 octave bands together to yield one single SPL. SPL alone is not a reliable indicator of loudness because the human ear does not respond uniformly to sounds at all frequencies. For example, the human ear is less sensitive to low and high frequencies than it is to the medium frequencies that more closely correspond to human speech. In response to this sensitivity of the human ear to different frequencies, the A-weighted noise level, referenced in units of dBA, was developed to better correspond with the subjective judgment of sound levels by individuals.

A doubling of sound energy results in a 3 dBA increase in sound, which means that a doubling of sound wave energy (e.g., doubling the volume of traffic on a roadway) would result in a barely perceptible change in sound level. In general, changes in a noise level of less than 3 dBA are not noticed by the human ear.<sup>1</sup> Changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. An increase of greater than 5 dBA is readily noticeable, while the human ear perceives a 10 dBA increase in sound level to be a doubling of sound volume. To support the assessment of community reaction to noise, scales have been developed that average SPLs over time and quantify the result in terms of a single numerical descriptor. Several scales have been developed that address community noise levels. Leq is the average A-weighted sound level measured over a given time interval. Leq can be measured over any period but is typically measured for 1-minute, 15-minute, 1-hour, or 24-hour periods.

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1 US Department of Transportation, Federal Highway Administration, *Fundamentals and Abatement of Highway Traffic Noise* (Springfield, VA: U.S. Department of Transportation, Federal Highway Administration, September 1980), 81.

Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, whereas a solid wall or berm reduces noise levels by 5 to 10 dBA.<sup>2</sup> Vegetative barriers, such as shrubs up to 8 feet in height and 15 feet in width, typically attenuate noise levels 1 dBA and can attenuate noise levels from 1 to 3 dBA, depending on the type and amount of vegetation.<sup>3</sup>

Decibel readings are weighted to reflect sensitivities to different frequencies. As discussed above, the A weighting is intended to reflect human sensitivity to higher frequencies, while the C weighting incorporates low frequencies.

The sound-level averages, Leq, were measured as A-weighted, slow-time-weighted (1-minute period) sound-level variables, commonly used for measuring environmental sounds. The maximum 1-minute recorded measurement is commonly referred to as Lmax. The minimum 1-minute recorded measurement is commonly referred to as Lmin. The day-night level (Ldn) is the 24-hour average sound level that recognizes the increased sensitivity to nighttime noise by adding 10 dB to noise occurring between 10:00 PM and 7:00 AM. The Community Noise Equivalent Level (CNEL) is similar to the Ldn except that CNEL also adds 5 dB to noise occurring between 7:00 PM and 10:00 PM. Sound levels presented in this report represent an average Leq, which is the Lmax and the Lmin expressed in terms of dBA.

**Table 1, Noise Descriptors**, identifies various noise descriptors developed to measure sound levels over different periods of time.

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2 State of California Department of Transportation (Caltrans), *Technical Noise Supplement*, 1998, 33–40, 123–131.

3 Caltrans, *Traffic Noise Attenuation as a Function of Ground and Vegetation (Final Report)*, 1995, 65.

**Table 1**  
**Noise Descriptors**

<b>Term</b>	<b>Definition</b>
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measure sound to a reference pressure.
A-Weighted Decibel [dBA]	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Hertz (Hz)	The frequency of the pressure vibration which is measured in cycles per second.
Kilohertz (kHz)	One thousand cycles per second.
Equivalent Sound Level (Leq)	The sound level containing the same total energy as a time varying signal over a given time period. The Leq is the value that expresses the time averaged total energy of a fluctuating sound level. Leq can be measured over any time period, but is typically measured for 1-minute, 15-minute, 1-hour, or 24-hour periods.
Community Noise Equivalent Level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments add 5 dBA for the evening, 7:00 PM to 10:00 PM, and add 10 dBA for the night, 10:00 PM to 7:00 AM. The 5- and-10 decibel penalties are applied to account for increased noise sensitivity during the evening and nighttime hours. The logarithmic effect of adding these penalties to the 1-hour Leq measurements typically results in a CNEL measurement that is within approximately 3 dBA of the peak-hour Leq. <sup>a</sup>
Daytime (Lday)	Lday is the average noise exposure during the hourly periods from 7:00 AM to 10:00 PM.
Nighttime (Lnight)	Lnight is the average noise exposure during the hourly periods from 10:00 PM to 7:00 AM.
Day-Night Level (Ldn)	24-hour average sound level, with a penalty of 10 dB added for noise during the nighttime hours of 10:00 PM to 7:00 AM.
Sound Pressure Level (SPL)	The sound pressure is the force of sound on a surface area perpendicular to the direction of the sound. The SPL is expressed in dB.
Ambient Noise	The level of noise that is all encompassing within a given environment, being usually a composite of sounds from many and varied sources near to and far from the observer. No specific source is identified in the ambient environment.

<sup>a</sup> California Department of Transportation, *Technical Noise Supplement: A Technical Supplement to the Traffic Noise Analysis Protocol* (Sacramento: November 2009), pp. N51–N54.

## Existing Conditions

### ***Ambient Noise Levels***

The major noise sources within the City include vehicular traffic, specifically SR 60 located to the south of the Project site. Air traffic is not considered a major noise source within the Project site. As stated in the City's General Plan, air traffic into and out of Los Angeles Airport International Airport (LAX), located approximately 25 miles west of the City, follows an east-west route directly over the middle of the City. Similar flying centers near the Project site include the Los Angeles County/USC Medical Center approximately 6 miles to the west, Cedars-Sinai Medical Center approximately 15 miles to the west, and the Ronald Reagan UCLA Medical Center approximately 19 miles to the west.

The existing ambient noise environment near the Project site was determined by conducting noise measurements near sensitive receptors that would potentially be impacted by the proposed Project. Short-term (15-minute) and long-term (24-hour) noise monitoring was conducted utilizing a Larson Davis 831 sound level meter. The short-term noise results are provided in **Table 2, Short-Term (15-minute) Noise Measurements**; the long-term noise results are provided in **Table 3, Long-Term (24-hour) Noise Measurements**. These measured noise levels represent day-to-day noise from sources near the Project site, including vehicular traffic along local streets. The locations of the noise monitoring locations are provided in **Figure 4, Noise Monitoring Locations**.

**Table 2**  
**Short-Term (15-minute) Noise Measurements**

Site	Location	Sensitive Use	Date	15-minute Leq
Site A	Iris Way, northwest of the Project site	Residential	11/28	48.2
			11/30	55.1
Site B	Via Palermo, south of the Project site	Residential	11/28	59.4
			11/30	59.1
Site C	Ellingbrook Drive, southeast of the Project site	Residential	11/28	65.6
			11/30	58.7

Source: Refer to **Appendix A** for noise monitoring data sheets.

Note: 15-minute measurements were conducted on Tuesday, November 28, and Thursday, November 30, 2017.

**Table 3**  
**Long-Term (24-hour) Noise Measurements**

Site	Location	Sensitive Use	Leq day	Leq night	Ldn
Site 1	Atlas Avenue and Coral Circle, southwest of the Project site	Residential/Commercial	73.2	68.9	76.2
Site 2	Along Potrero Grande Drive, east of the Project site	Residential/Commercial	71.4	66.0	73.7

Source: Refer to **Appendix A** for noise monitoring data sheets.

Notes: 24-hour noise measurements were conducted on Tuesday, November 28, through Thursday, November 30, 2017.

Leq day: Average noise exposure during the hourly period of 7:00 AM to 10:00 PM.

Leq night: Average noise exposure during the hourly period of 10:00 PM to 7:00 AM.

Ldn: 24-hour average sound level, with a penalty of 10 dB added for noise during the nighttime hours of 10:00 PM to 7:00 AM.





SOURCE: Google Earth - 2017

FIGURE 4



## **D. REGULATORY SETTING**

### **Federal Regulations**

#### ***US Environmental Protection Agency***

The Federal Noise Control Act of 1972 establishes programs and guidelines to identify and address the effects of noise on public health and welfare and the environment.<sup>4</sup> The US Environmental Protection Agency (USEPA) administrators determined in 1981 that subjective issues such as noise would be better addressed at more local levels of government. Consequently, in 1982, responsibilities for regulating noise-control policies were transferred to state and local governments. However, noise-control guidelines and regulations contained in the rulings of the USEPA in prior years remain in place, enforced by designated federal agencies where relevant.

### **State Regulations**

#### ***State of California Building Code***

California's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, California Building Code. These noise standards are applied to new construction in California to ensure interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

#### ***California Noise Insulation Standards***

The California Noise Insulation Standards<sup>5</sup> require that interior noise levels from exterior sources be 45 dBA or less in any habitable room of a multiresidential-use facility (e.g., hotels, motels, dormitories, long-term care facilities, and apartment houses, except detached single-family dwellings) with doors and windows closed. Measurements are based on CNEL or Ldn, whichever is consistent with the noise element of the local general plan. Where exterior noise levels exceed 60 dBA CNEL, an acoustical analysis for new development may be required to show that the proposed construction will reduce interior noise levels to 45 dBA CNEL. If the interior 45 dBA CNEL limit can be achieved only with the windows closed, the residence must include mechanical ventilation that meets applicable Uniform Building Code requirements.

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<sup>4</sup> Noise Control Act of 1972, sec. 2 (1972).

<sup>5</sup> California Code of Regulations, tit. 24, sec. 3501 et seq.



## ***California Department of Health Services***

The State of California Department of Health Services, Environmental Health Division, has published recommended guidelines for noise and land use compatibility, referred to as the *State Land Use Compatibility Guidelines for Noise* ("State Noise Guidelines"). The State Noise Guidelines, illustrated in **Figure 5, Land Use Compatibility to Noise**, indicate that commercial and industrial land uses generally should be located in areas where outdoor ambient noise levels do not exceed 70 to 75 dBA CNEL.

Office Buildings, Business Commercial and Professional land uses are normally acceptable when located in areas where ambient noise exposure values do not exceed 70 decibels when buildings are of normal construction without any special noise insulation requirements. These same types of buildings and land uses are conditionally acceptable when ambient noise exposure values do not exceed 78 decibels when needed noise insulation features are included in the design, or when conventionally constructed, closed windows and fresh air systems or air conditioning will normally suffice.

Industrial Manufacturing Utilities Agriculture land uses, are normally acceptable when located in areas where ambient noise exposure values do not exceed 75 decibels when buildings are of normal construction without any special noise insulation requirements. These same types of buildings and land uses are conditionally acceptable when ambient noise exposure values do not exceed 80 decibels when needed noise insulation features are included in the design, or when conventionally constructed, closed windows and fresh air systems or air conditioning will normally suffice.

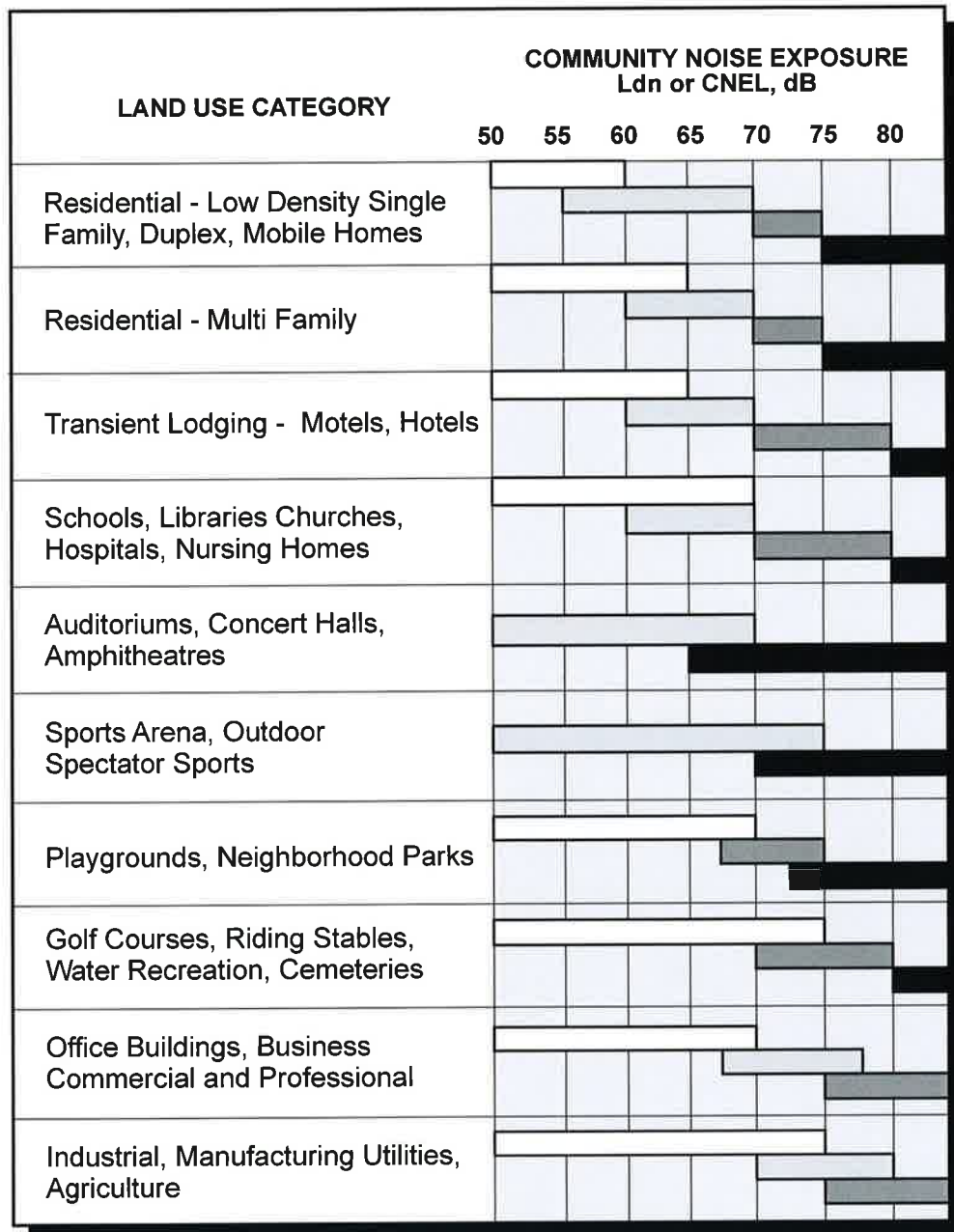
## **Local Regulations**

### ***City of Monterey Park General Plan***

The Noise Element of the City of Monterey Park General Plan establishes goals and policies for the compatibility of land uses with various noise levels. These policies have been used to set and adopt noise compatibility criteria for various land uses within the City. The purpose of these criteria is to reduce the various potential effects of noise on people, including sleep disturbance, reduced physical and mental performance, annoyance, and interference with speech communication.

As mentioned previously, air traffic into and out of LAX follows an east–west route over the middle of the city. As such, the following policy has been established to reduce aircraft noise impacts on the City's residents and businesses:

- Policy 7.2 – restrict the establishment of helipads to those areas of the city where overflights of residential neighborhoods can be avoided, except where such operations are needed to support critical medical and emergency response facilities.



- NORMALLY ACCEPTABLE**  
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
- CONDITIONALLY ACCEPTABLE**  
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
- NORMALLY UNACCEPTABLE**  
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise reduction features included in the design.
- CLEARLY UNACCEPTABLE**  
New construction or development should generally not be undertaken.

**SOURCE:** California Governor's Office of Planning and Research, State of California General Plan Guidelines, Appendix C: Guidelines for the Preparation and Content of Noise Elements of the General Plan, October 2003.

**FIGURE 5**

## ***City of Monterey Park Municipal Code Noise Standards***

The City regulates noise through the City of Monterey Park Municipal Code, Chapter 9.53, which has established noise standards for stationary noise levels at various categories of land uses. While the ordinance defines the type of noise that is applicable, (i.e., fixed noise source, impulsive sound, and intrusive noise) it is assumed that the ordinance is referencing and is limited to the measurement of instantaneous sound levels that are not typically utilized as part of the assessment of transportation-generated noise. Transportation-generated noise is best considered to represent intermittent noise where the noise level increases and decreases rapidly such as aircraft overhead. It is assumed the noise metric values to that of the A-weighted decibel values listed in the City's Ordinance 9.5.3 are based on instantaneous sound levels only and without the calculation of integrated sound energy levels over a specified period of time. As such, for purposes of this analysis, helicopter noise levels generated from the Project are not compared to the City's exterior noise standards.

### **E. NOISE METHODOLOGY**

Additional guidance as to the significance of changes in ambient noise levels is provided by the Federal Interagency Committee on Noise (FICON), which assessed the annoyance of changes in ambient noise levels resulting from aircraft operations. The Federal Interagency Committee on Aviation Noise (FICAN) was formed based on the FICON report's policy recommendation to form a standard interagency committee for facilitating research on methodology development and on the impact of aircraft noise.

The FICON findings are based upon studies that relate aircraft noise levels to the percentage of persons highly annoyed by the noise. Annoyance is a summary measure of the general adverse reaction of people to noise that generates speech interference; sleep disturbance, or interference with the desire for a tranquil environment. FICON reaffirmed both DNL as the appropriate metric for measuring aviation noise exposure and DNL 65 dB as the Federal Government's level of significance for assessing noise impacts. **Table 5, Significance of Change in Operational Noise Exposure**, shows the significance thresholds for increases in operational noise levels caused by the Project or by cumulative development. If residential development or other sensitive receptors would be exposed to operational noise increases exceeding these criteria, impacts would be considered significant.

---

**Table 4**  
**Significance of Change in Operational Noise Exposure**

<b>Ambient Noise Level with Project (Ldn or CNEL)</b>	<b>Significant Impact</b>
45 dB to <60 dB	+ 5.0 dB or more
60 dB to <65 dB	+ 3.0 dB or more
65 dB or greater	+ 1.5 dB or more

---

Flight profiles from helicopter operations were assessed using the Federal Aviation Administration (FAA) Aviation Environmental Design Tool (AEDT 2d). The AEDT software system contains aircraft operational and noise data in a reference library that reflects a wide range of aircraft operating conditions. These flight profiles and operational conditions include vertical ascend/descend, accelerating/decelerating level, accelerating/decelerating climb/descend, constant velocity climb/level, etc. In addition, noise-level calculations at the location of noise-sensitive land uses in the Project vicinity were assessed using the SoundPLAN noise model. The SoundPLAN model accounts for various inputs to analyze topography, vegetation, propagation from buildings, and existing and proposed noise sources and barriers; and it depicts noise contours at varying distances. The SoundPLAN model takes into account the varying slant distances between the helicopter and the receiver. Helicopter flight profiles from AEDT 2d for the Agusta A109, AS-355, and Sikorsky S-76 were programmed into the SoundPLAN noise modeling system, as shown in **Tables 5 through 8**.

The ambient noise levels at surrounding sensitive-receptor locations were determined based on noise monitoring as presented in **Table 2** and **Table 3** above. The modeled results are presented in **Section F, Results and Analysis**, below.

**Table 5**  
**Agusta A-109 Flight Profile**

Step Type	Distance (feet)	Altitude AFE (ft)	Speed (knots)
<b>Departure</b>			
Vertical Ascend	--	15	--
Accelerating Level	100	--	30
Accelerating Climb	500	30	60
Constant Velocity Climb	3,500	1,000	--
Accelerating Level	2,800	--	116
Constant Velocity Level	93,100	--	--
<b>Approach</b>			
Start	--	1,000	116
Constant Velocity Level	87,250	--	--
Decelerating Level	5,000	--	60
Constant Velocity Descend	4,800	500	--
Decelerating Descend	2,850	15	0

Source: AEDT 2d, Flight Profiles: Agusta A-109.

**Table 6**  
**AS-355 Flight Profile**

Step Type	Distance (feet)	Altitude AFE (ft)	Speed (knots)
<b>Departure</b>			
Vertical Ascend	--	15	--
Accelerating Level	100	--	30
Accelerating Climb	500	30	63
Constant Velocity Climb	3,500	1,000	--
Accelerating Level	2,800	--	116
Constant Velocity Level	93,100	--	--
<b>Approach</b>			
Start	--	1,000	116
Constant Velocity Level	87,250	--	--
Decelerating Level	5,000	--	63
Constant Velocity Descend	4,800	500	--
Decelerating Descend	2,850	15	0

Source: AEDT 2d, Flight Profiles: Aerospatiale SA-355F Twin Star (AS-355).

**Table 7**  
**Sikorsky S-76 Flight Profile**

Step Type	Distance (feet)	Altitude AFE (ft)	Speed (knots)
<b>Departure</b>			
Vertical Ascend	--	15	--
Accelerating Level	100	--	30
Accelerating Climb	500	30	74
Constant Velocity Climb	3,500	1,000	--
Accelerating Level	2,800	--	130
Constant Velocity Level	93,100	--	--
<b>Approach</b>			
Start	--	1,000	130
Constant Velocity Level	87,250	--	--
Decelerating Level	5,000	--	74
Constant Velocity Descend	4,800	500	--
Decelerating Descend	2,850	15	0

Source: AEDT 2d, Flight Profiles: Sikorsky S-76 Spirit.

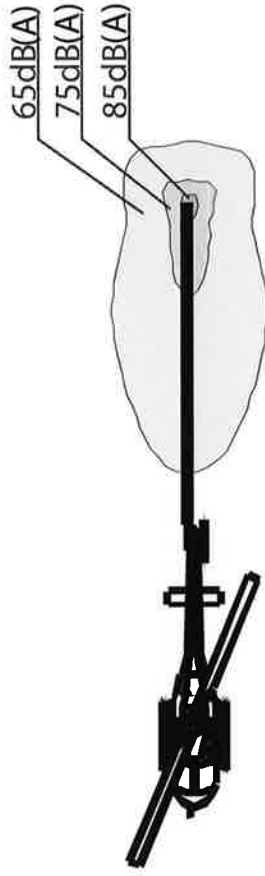
## **F. RESULTS AND ANALYSIS**

Helicopter noise has a distinctive character. Although a portion of the noise comes from the engines, the distinctiveness of helicopter noise is largely due to the modulation of the sound created by the relatively slow-turning main rotor. The sound modulation is referred to as blade slap. Blade slap is most pronounced during low-speed descents and high-speed cruise. To persons on the ground, helicopters are most audible as the aircraft approaches a landing area. **Figure 6, Noise Footprint of Helicopters**, shows 65 dBA and 75 dBA maximum instantaneous noise-level ground contours for typical helicopters (approximately 5,000 pounds) on takeoff and landing.

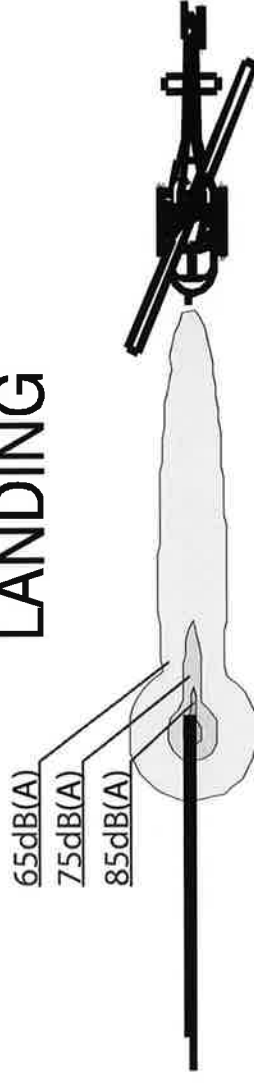
### **Helicopter Approach/Departure**

As shown in **Table 5** through **7**, various helicopters differ in approach/departure speeds. However, once a ground speed of zero is reached, the helicopter begins a vertical descent to the heliport, which typically takes approximately 10 seconds. Once on the landing site surface, the helicopter undergoes a 30-second to 2-minute ground idle. Following the idle period, the helicopter either shuts down or initiates its departure procedure. Overall, the main noise-producing portion of the helicopter approach would take less than 3 minutes and would not occur directly over existing residential or commercial uses.

## TAKEOFF



## LANDING



### Small Helicopter

Scale: 1" =  $\pm$  .5 Miles  
(aircraft not to scale)

Note: The outermost contour indicates a 65 dB(A) sound level.  
Additional contours are at 10dB(A) increments (75 and 85 dB(A)).

SOURCE: California Airport Land Use Planning Handbook – January 2002

FIGURE 6



### ***Approach/Departure from/to the East***

**Table 8, Predicted Noise Levels of Helicopter Approach/Departure from/to the East**, provides the predicted Ldn levels at the measured sensitive receptors that would be produced while the helicopter approaches/departs the Project site from/to the east. As mentioned previously, the main noise-producing portion of the helicopter approach would take less than 3 minutes. As shown in **Table 8**, the helicopter approach/departure from the east would not result in a significant increase in ambient noise at any of the nearby sensitive receptors and, thus, would be below the FICON-recommended 5.0 dB threshold for ambient noise less than 60 dB CNEL; the 3.0 dB threshold for ambient noise between 60 and 65 dB CNEL; and the 1.5 dB threshold for ambient noise greater than 65 dB CNEL. The results of the predictive modeling process for each type of helicopter during the daytime and nighttime periods are shown graphically in **Figures 7–12, Noise Level Contour Map—Approach/Departure from the East**. Overall, the noise generated by the helicopter approach from the east would be similar to that for existing conditions.

**Table 8**  
**Predicted Noise Levels of Helicopter Approach/Departure from/to the East**

Sensitive Receptor	Ground Distance from Flight Path (miles)	Measured Ambient Sound Levels (dBA)		Helicopter Flight Pattern Sound Level (dBA)		Future Sum of Ambient plus Helicopter Flight Pattern <sup>a</sup>		Calculated Increase in Noise	
		Lday	Lnight	Lday	Lnight	Lday	Lnight	Lday	Lnight
AS-355									
Site A	0.14	48.2	48.2	35.0	37.3	48.4	48.5	0.2	0.3
Site B	0.51	59.1	59.1	29.3	30.5	59.1	59.1	0.0	0.0
Site C	0.07	58.7	58.7	28.6	30.8	58.7	58.7	0.0	0.0
Site 1	0.35	73.2	68.9	30.6	32.8	73.2	68.9	0.0	0.0
Site 2	0.27	71.4	66.0	33.3	35.5	71.4	71.4	0.0	0.0
Agusta A-109									
Site A	0.14	48.2	48.2	35.1	37.3	48.4	48.5	0.2	0.3
Site B	0.51	59.1	59.1	28.4	30.6	59.1	59.1	0.0	0.0
Site C	0.07	58.7	58.7	28.6	30.8	58.7	58.7	0.0	0.0
Site 1	0.35	73.2	68.9	30.6	32.8	73.2	68.9	0.0	0.0
Site 2	0.27	71.4	66.0	33.4	35.6	71.4	66.0	0.0	0.0
Sikorsky S-76									
Site A	0.14	48.2	48.2	39.7	41.9	48.8	49.1	0.6	0.9
Site B	0.51	59.1	59.1	32.7	34.9	59.1	59.1	0.0	0.0
Site C	0.07	58.7	58.7	32.8	35.1	58.7	58.7	0.0	0.0
Site 1	0.35	73.2	68.9	35.1	37.3	73.2	68.9	0.0	0.0
Site 2	0.27	71.4	66.0	37.4	39.6	71.4	66.0	0.0	0.0

Source: SoundPLAN.

<sup>a</sup> Predicted energy sum from the proposed helicopter flight pattern to the measured existing noise environment.

Note: As shown in Table 2, 15-minute measurements were taken at Site A – C.

**Table 9, Single-Event Noise Levels of Helicopter Approach/Departure from/to the East**, provides the maximum instantaneous single-event noise levels at nearby sensitive receptors. As shown in Table 9, the helicopter approach/departure from/to the east would not result in a significant increase in ambient noise at any of the nearby sensitive receptors, and, thus, would be below the FICON-recommended 5.0 dB threshold for ambient noise less than 60 dB CNEL; the 3.0 dB threshold for ambient noise between 60 and 65 dB CNEL; and the 1.5 dB threshold for ambient noise greater than 65 dB CNEL.

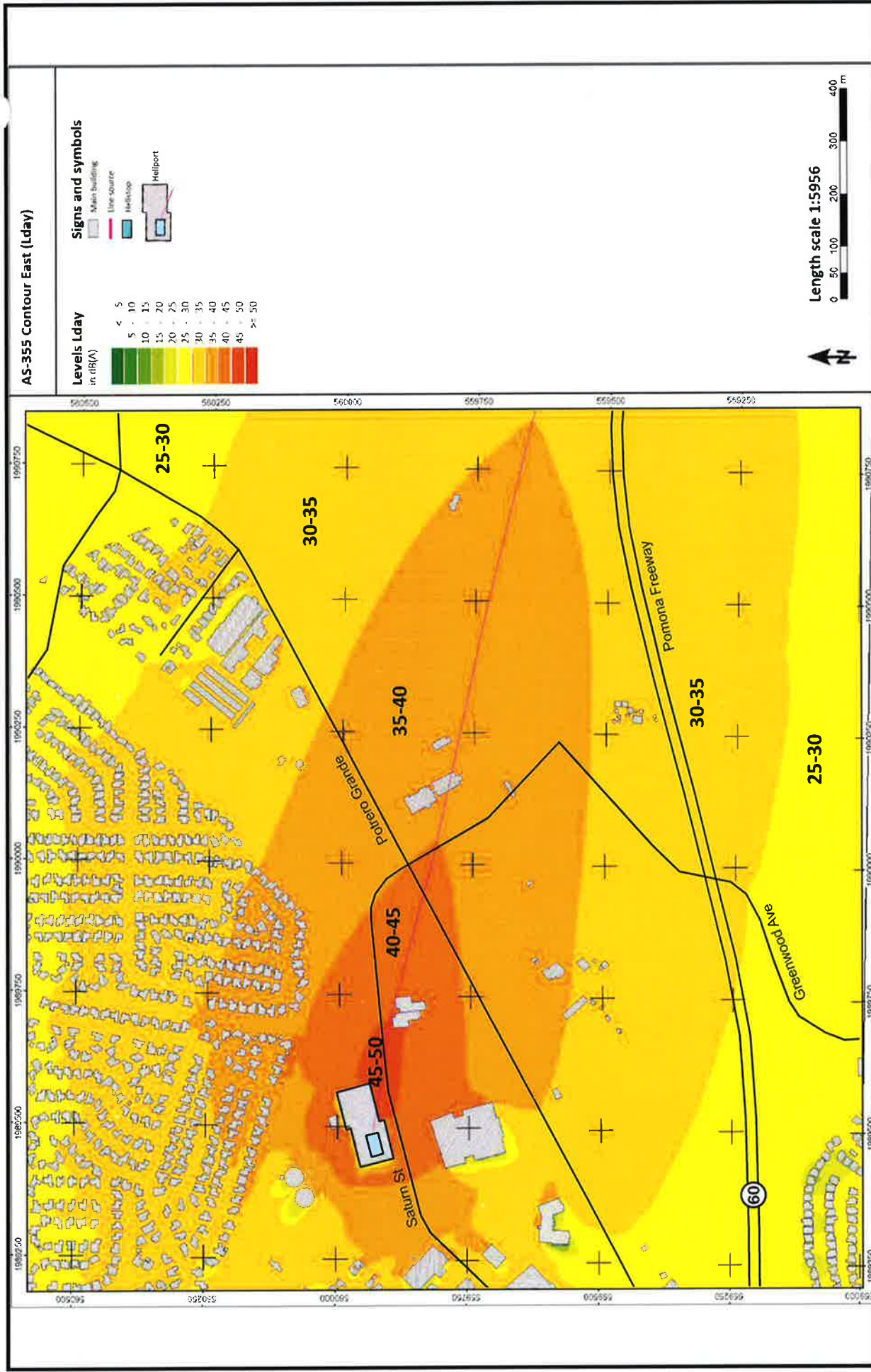
**Table 9**  
**Single-Event Noise Levels of Helicopter Approach/Departure from/to the East**

Sensitive Receptor	Ground Distance from Flight Path (miles)	Measured Ambient Sound Levels (dBA)		Single Event Flight Pattern Sound Level (dBA) Lmax	Future Sum of Ambient plus Single Event Helicopter Flight Pattern Sound Level <sup>a</sup>		Calculated Increase in Noise	
		Lday	Lnight		Lday	Lnight	Lday	Lnight
AS-355								
Site A	0.14	48.2	48.2	42.8	49.3	49.3	1.1	1.1
Site B	0.51	59.1	59.1	38.3	59.1	59.1	0.0	0.0
Site C	0.07	58.7	58.7	43.2	58.8	58.8	0.1	0.1
Site 1	0.35	73.2	68.9	40.1	73.2	68.9	0.0	0.0
Site 2	0.27	71.4	66.0	46.0	66.0	46.0	0.0	0.0
Agusta A-109								
Site A	0.14	48.2	48.2	42.9	49.3	49.3	1.1	1.1
Site B	0.51	59.1	59.1	38.4	59.1	59.1	0.0	0.0
Site C	0.07	58.7	58.7	43.2	58.8	58.8	0.1	0.1
Site 1	0.35	73.2	68.9	40.2	73.2	68.9	0.0	0.0
Site 2	0.27	71.4	66.0	46.2	71.4	66.0	0.0	0.0
Sikorsky S-76								
Site A	0.14	48.2	48.2	46.9	50.6	50.6	2.4	2.4
Site B	0.51	59.1	59.1	42.7	59.2	59.2	0.1	0.1
Site C	0.07	58.7	58.7	47.5	59.0	59.0	0.3	0.3
Site 1	0.35	73.2	68.9	44.5	68.9	68.9	0.0	0.0
Site 2	0.27	71.4	66.0	50.1	71.4	66.1	0.0	0.1

Source: SoundPLAN

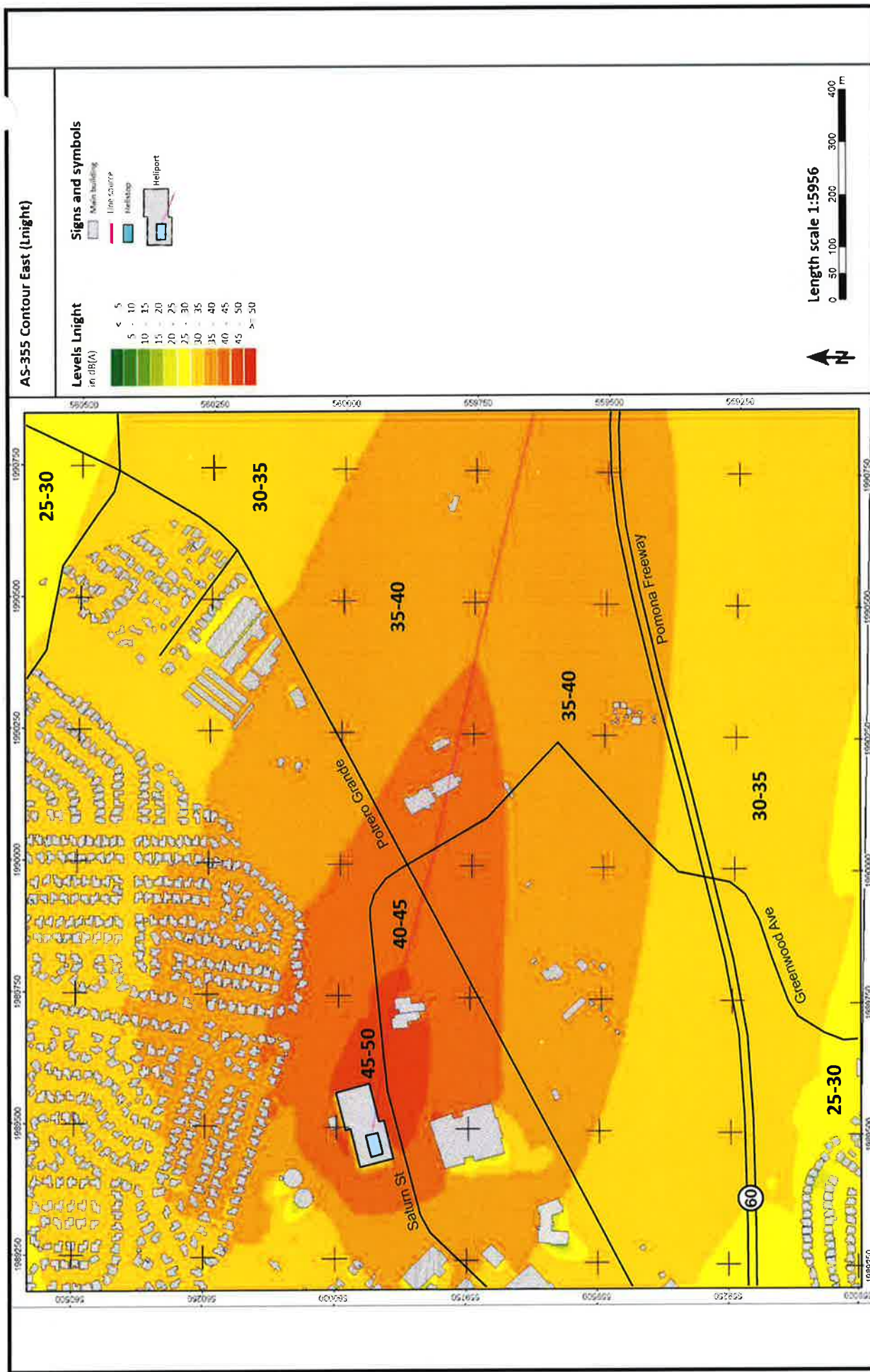
<sup>a</sup> Predicted energy sum from the proposed helicopter flight pattern to the measured existing noise environment.

Note: 15-minute ambient measures were taken at Site A – C.



SOURCE: Meridian Consultants, LLC - December 2017

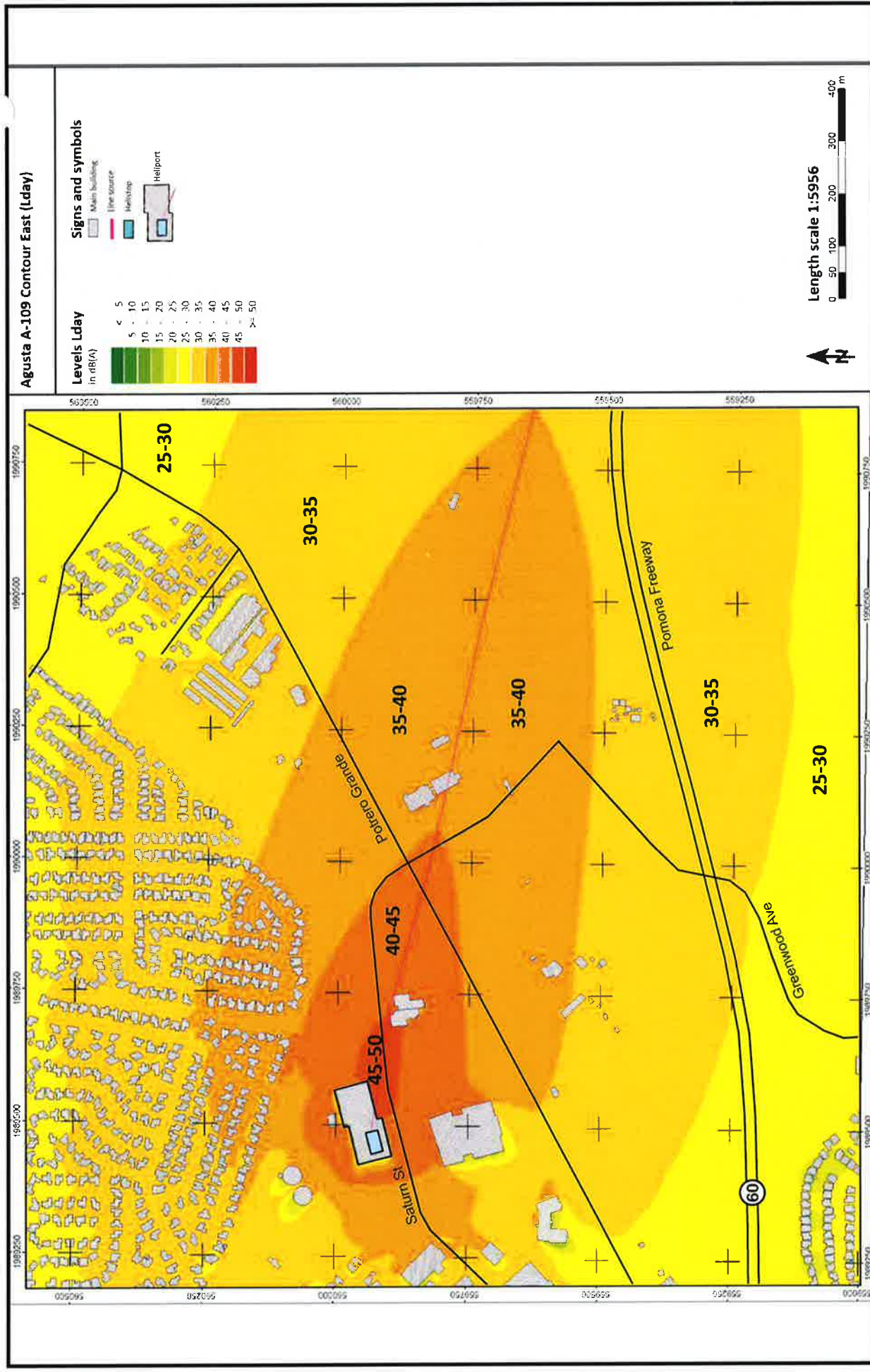
FIGURE 7



SOURCE: Meridian Consultants, LLC - December 2017

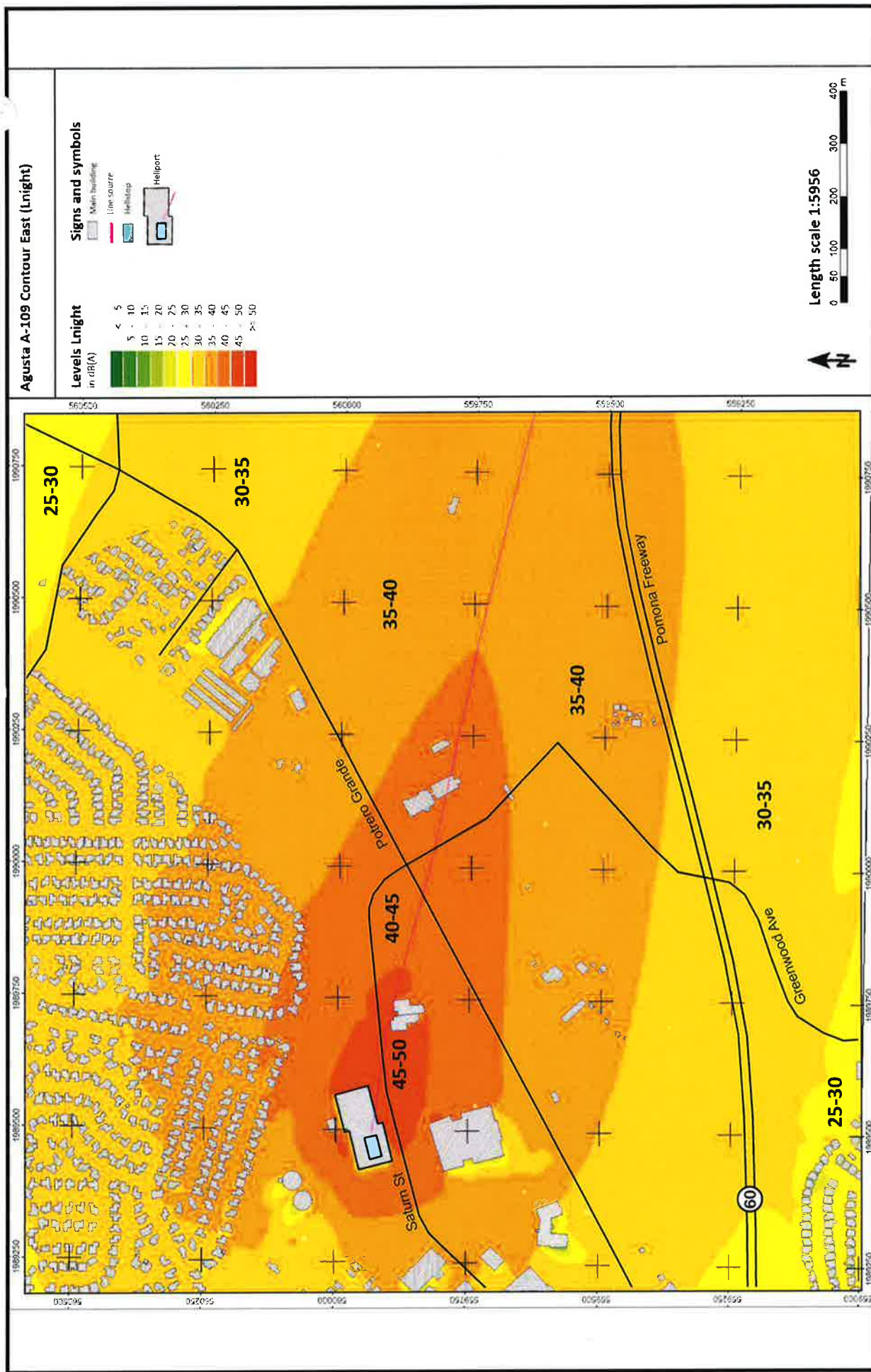
FIGURE 8





SOURCE: Meridian Consultants, LLC - December 2017

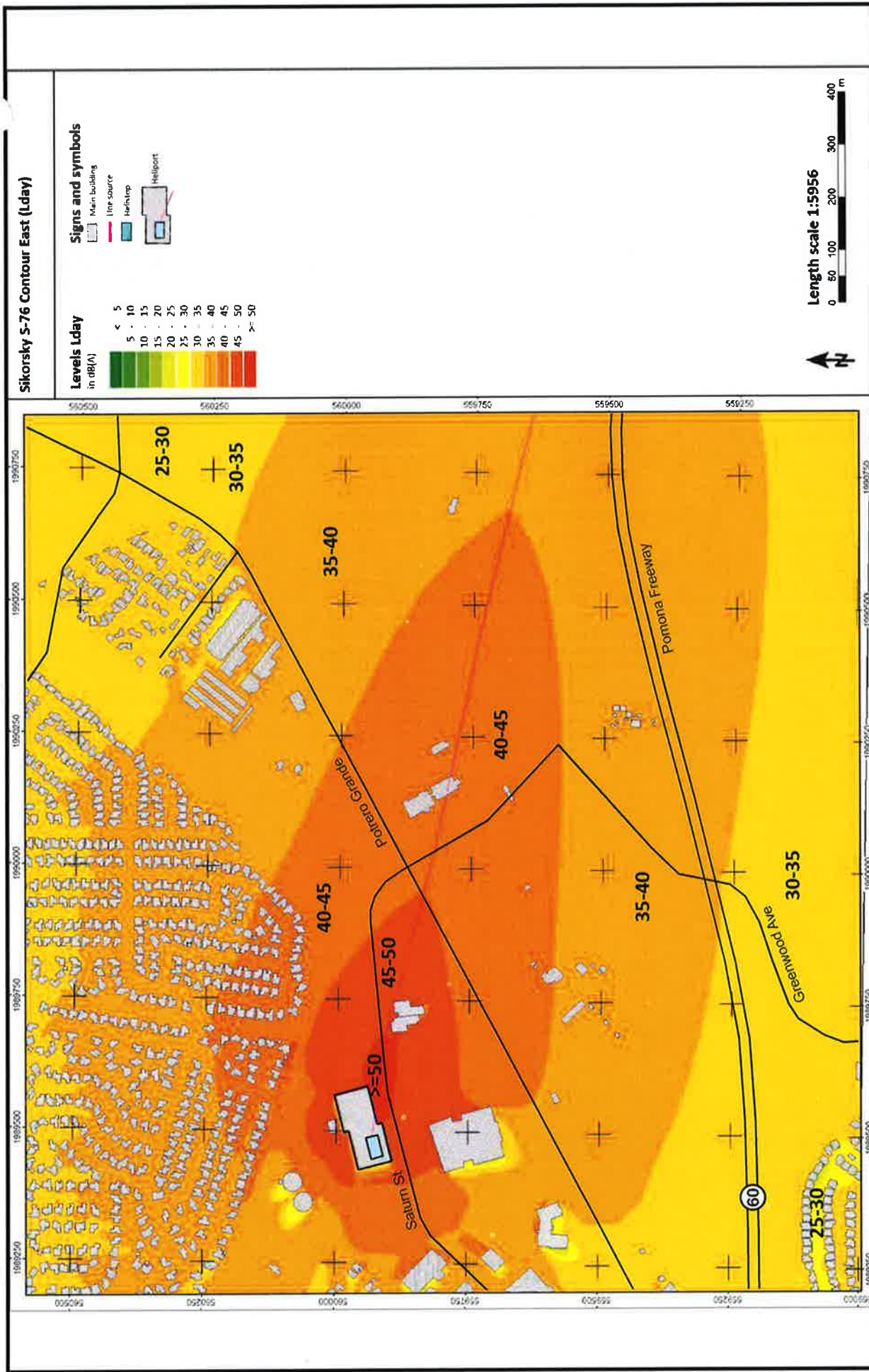
FIGURE 9



SOURCE: Meridian Consultants, LLC - December 2017

FIGURE 10

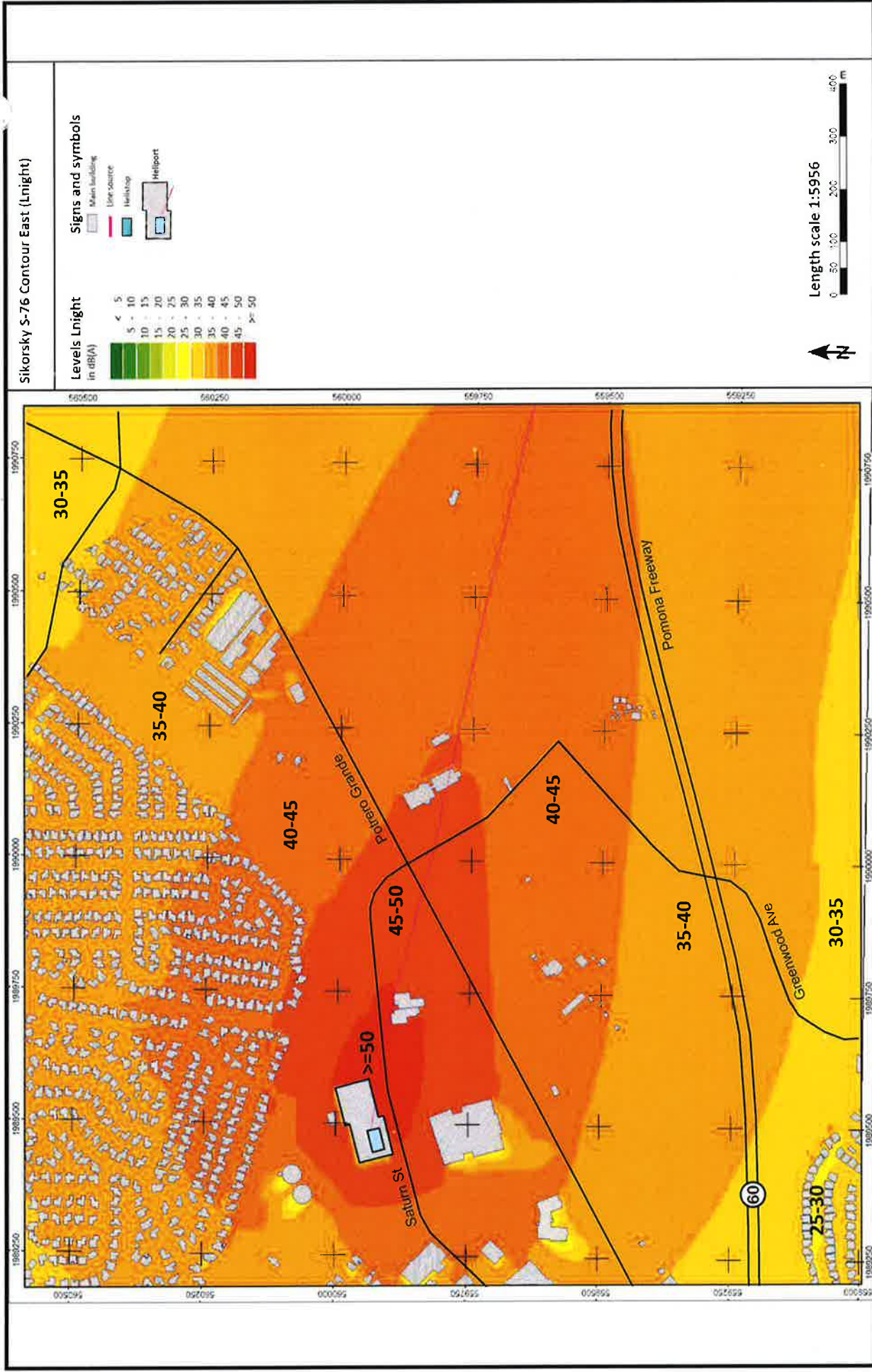




SOURCE: Meridian Consultants, LLC - December 2017

FIGURE 11





SOURCE: Meridian Consultants, LLC - December 2017

FIGURE 12

### ***Approach/Departure from/to the West***

**Table 10, Predicted Noise Levels of Helicopter Approach/Departure from/to the West**, provides the predicted CNEL levels at the measured sensitive receptors that would be produced while the helicopter approaches/departs the Project site from/to the west. As mentioned previously, the main noise-producing portion of the helicopter approach would take less than 3 minutes. As shown in **Table 10**, the helicopter approach from the west would not result in an increase in ambient noise at any of the nearby sensitive receptors and, thus, would be below the FICON-recommended 5.0 dB threshold for ambient noise less than 60 dB CNEL; the 3.0 dB threshold for ambient noise between 60 and 65 dB CNEL; and the 1.5 dB threshold for ambient noise greater than 65 dB CNEL. The results of the predictive modeling process for each type of helicopter during the daytime and nighttime periods are shown graphically in **Figures 13–18, Noise Level Contour Map—Approach/Departure from/to the West**. Overall, the noise generated by the helicopter approach from the west would be similar to that for existing conditions.

**Table 10**  
**Predicted Noise Levels of Helicopter Approach/Departure from/to the West**

Sensitive Receptor	Ground Distance from Flight Path (miles)	Measured Ambient Sound Levels (dBA)		Helicopter Flight Pattern Sound Level (dBA)		Future Sum of Ambient plus Helicopter Flight Pattern <sup>a</sup>		Calculated Increase in Noise	
		Lday	Lnight	Lday	Lnight	Lday	Lnight	Lday	Lnight
AS-355									
Site A	0.13	48.2	48.2	36.1	38.3	48.5	48.6	0.3	0.4
Site B	0.09	59.1	59.1	35.8	38.0	59.1	59.1	0.0	0.0
Site C	1.24	58.7	58.7	11.2	13.4	58.7	58.7	0.0	0.0
Site 1	0.08	73.2	68.9	37.1	39.4	73.2	68.9	0.0	0.0
Site 2	0.62	71.4	66.0	8.6	10.8	71.4	66.0	0.0	0.0
Agusta A-109									
Site A	0.13	48.2	48.2	36.0	38.2	48.5	48.6	0.3	0.4
Site B	0.09	59.1	59.1	37.5	39.8	59.1	59.2	0.0	0.1
Site C	1.24	58.7	58.7	12.4	14.6	58.7	58.7	0.0	0.0
Site 1	0.08	73.2	68.9	37.3	39.5	73.2	68.9	0.0	0.0
Site 2	0.62	71.4	66.0	9.6	11.9	71.4	66.0	0.0	0.0
Sikorsky S-76									
Site A	0.13	48.2	48.2	40.9	43.1	48.9	49.4	0.7	1.2
Site B	0.09	59.1	59.1	40.0	42.2	59.2	59.2	0.1	0.1
Site C	1.24	58.7	58.7	15.7	17.9	58.7	58.7	0.0	0.0
Site 1	0.08	73.2	68.9	41.5	43.7	73.2	68.9	0.0	0.0
Site 2	0.62	71.4	66.0	40.9	43.1	71.4	66.0	0.0	0.0

Source: SoundPLAN.

Note: As shown in **Table 2**, 15-minute measurements were taken at Sites A–C.

<sup>a</sup> Predicted energy sum from the proposed helicopter flight pattern to the measured existing noise environment.

**Table 11, Single-Event Noise Levels of Helicopter Approach/Departure from/to the West**, provides the maximum instantaneous single-event noise levels at nearby sensitive receptors. As shown in **Table 11**, the helicopter approach/departure from/to the west would not result in a significant increase in ambient noise at any of the nearby sensitive receptors, and, thus, would be below the FICON-recommended 5.0 dB threshold for ambient noise less than 60 dB CNEL; the 3.0 dB threshold for ambient noise between 60 and 65 dB CNEL; and the 1.5 dB threshold for ambient noise greater than 65 dB CNEL.

**Table 11**  
**Single-Event Noise Levels of Helicopter Approach/Departure from/to the West**

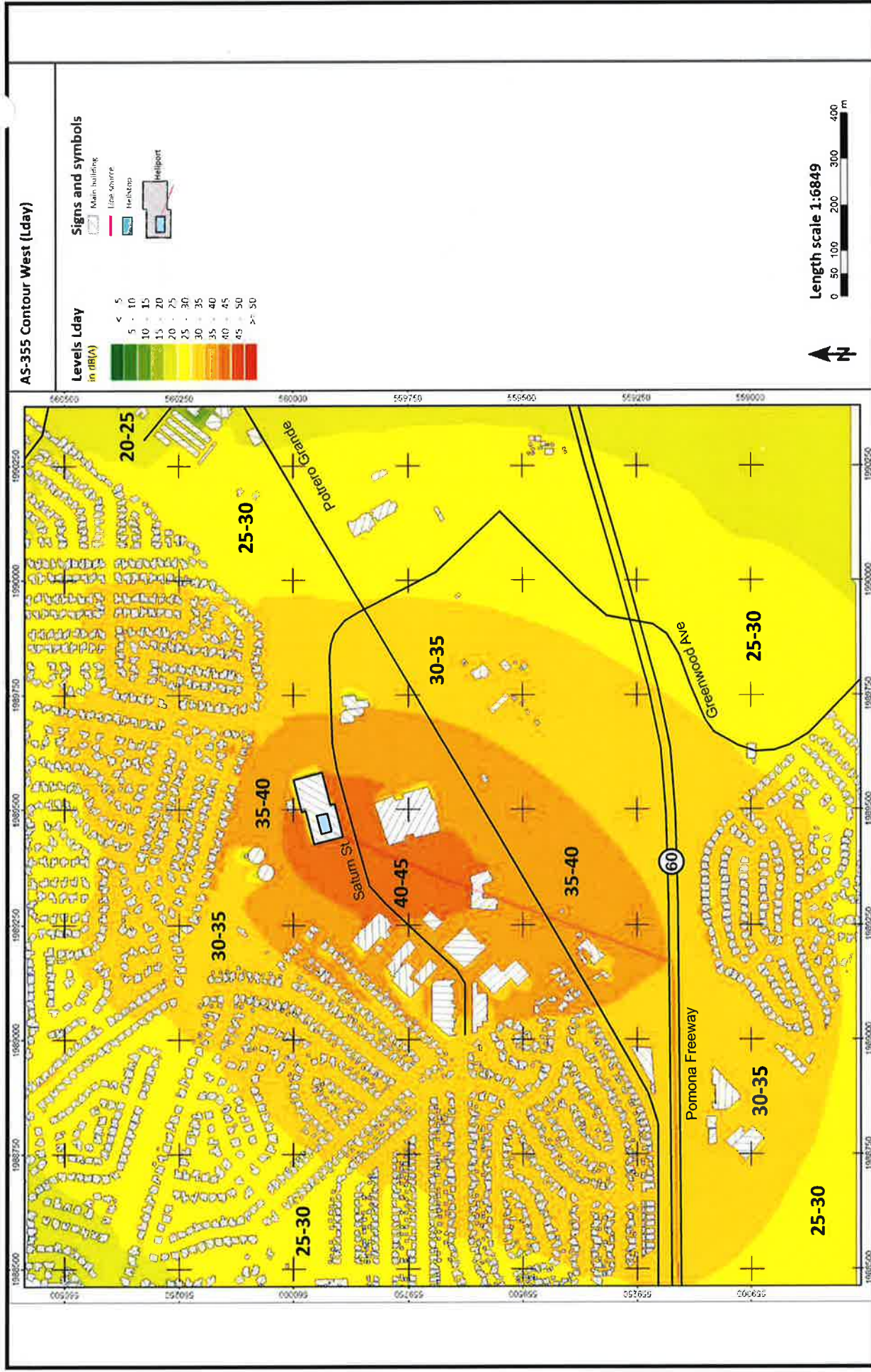
Sensitive Receptor	Ground Distance from Flight Path (miles)	Measured Ambient Sound Levels (dBA)		Single Event Flight Pattern Sound Level (dBA) Lmax	Future Sum of Ambient plus Single Event Helicopter Flight Pattern Sound Level <sup>a</sup>		Calculated Increase in Noise	
		Lday	Lnight		Lday	Lnight	Lday	Lnight
AS-355								
Site A	0.13	48.2	48.2	50.8	52.7	52.7	4.5	4.5
Site B	0.09	59.1	59.1	49.0	59.5	59.5	0.4	0.4
Site C	1.24	58.7	58.7	22.7	58.7	58.7	0.0	0.0
Site 1	0.08	73.2	68.9	49.8	73.2	69.0	0.0	0.1
Site 2	0.62	71.4	66.0	19.8	71.4	66.0	0.0	0.0
Agusta A-109								
Site A	0.13	48.2	48.2	50.9	52.8	52.8	4.6	4.6
Site B	0.09	59.1	59.1	50.9	59.7	59.7	0.6	0.6
Site C	1.24	58.7	58.7	23.9	58.7	58.7	0.0	0.0
Site 1	0.08	73.2	68.9	50.0	73.2	69.0	0.0	0.1
Site 2	0.62	71.4	66.0	20.9	71.4	66.0	0.0	0.0
Sikorsky S-76								
Site A	0.13	48.2	48.2	51.4	53.1	53.1	4.9	4.9
Site B	0.09	59.1	59.1	53.1	60.0	60.0	0.8	0.8
Site C	1.24	58.7	58.7	27.2	58.7	58.7	0.0	0.0
Site 1	0.08	73.2	68.9	54.1	73.3	69.0	0.1	0.1
Site 2	0.62	71.4	66.0	24.2	71.4	66.0	0.0	0.0

Source: SoundPLAN

<sup>a</sup> Predicted energy sum from the proposed helicopter flight pattern to the measured existing noise environment.

Note: 15-minute ambient measures were taken at Site A – C.

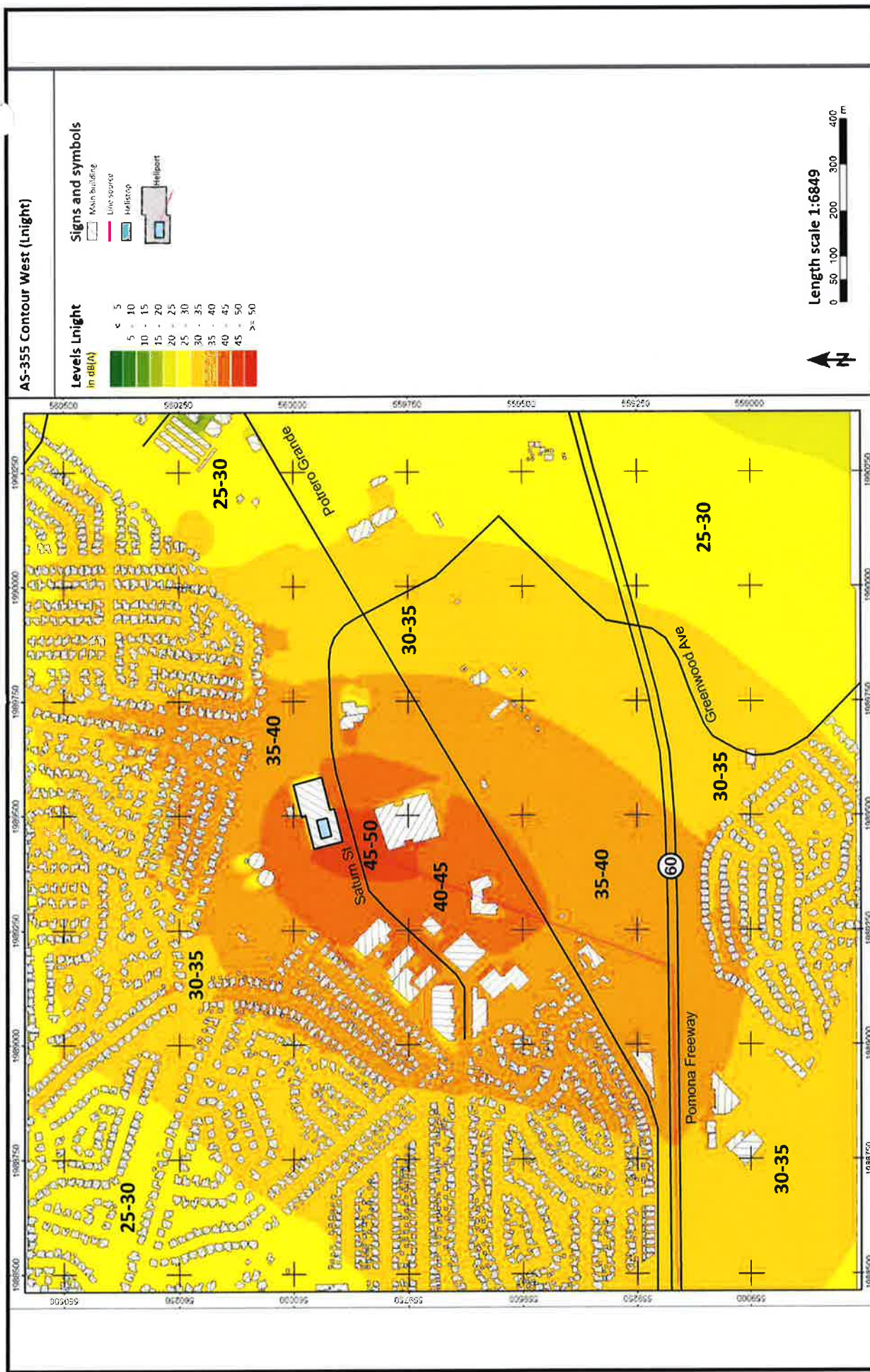




SOURCE: Meridian Consultants, LLC - December 2017

FIGURE 13

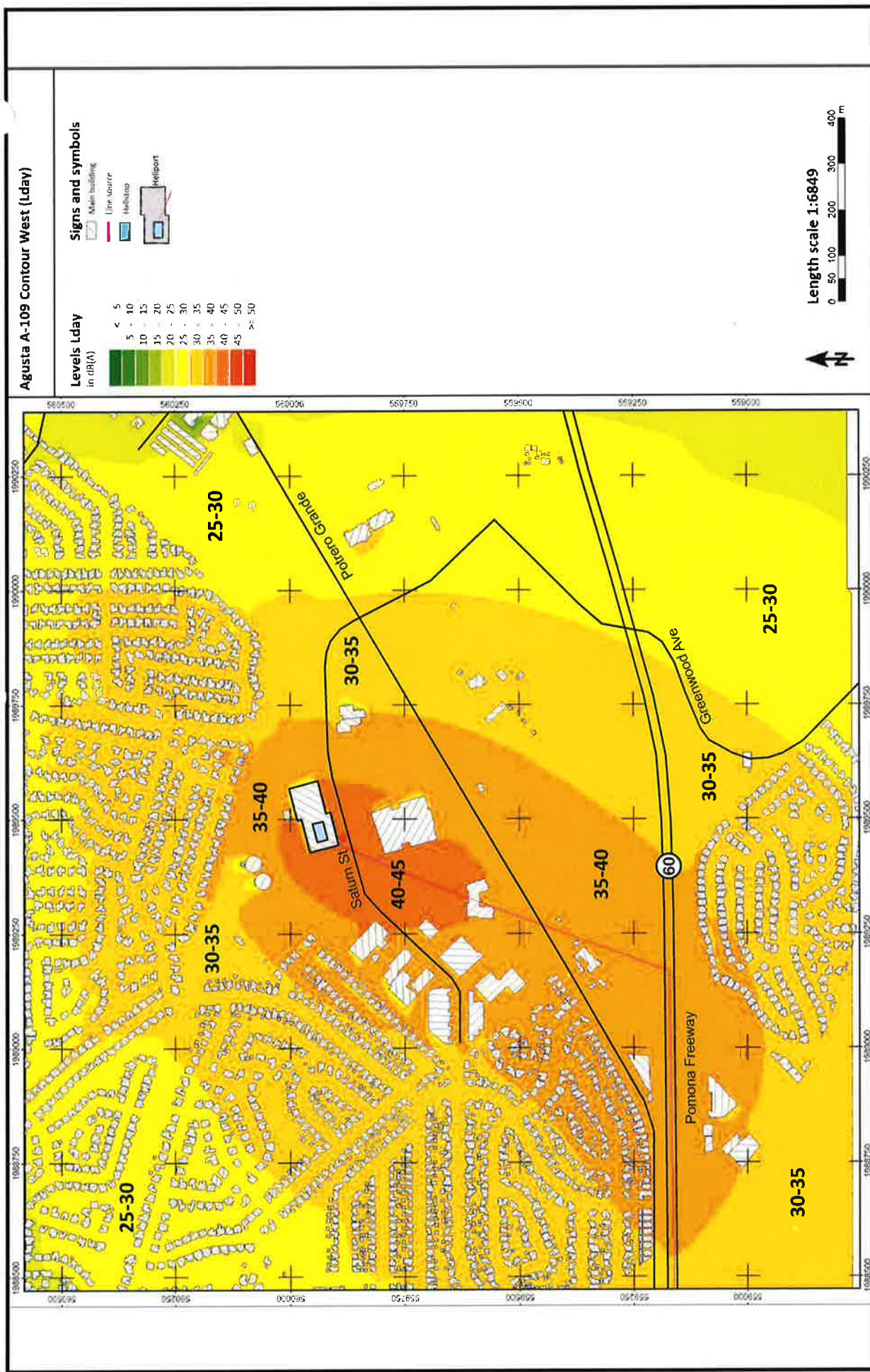




SOURCE: Meridian Consultants, LLC - December 2017

FIGURE 14

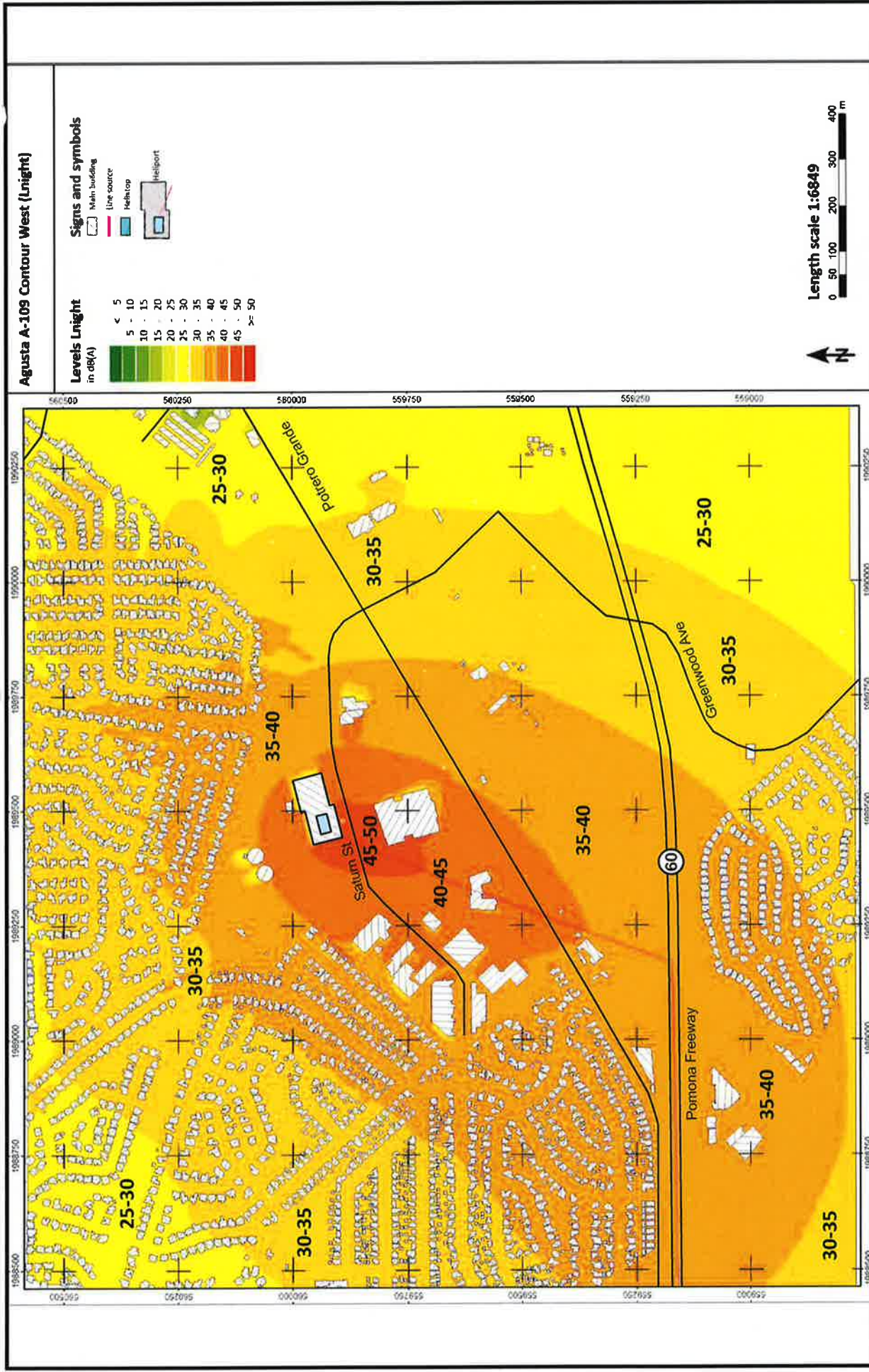




SOURCE: Meridian Consultants, LLC - December 2017

FIGURE 15





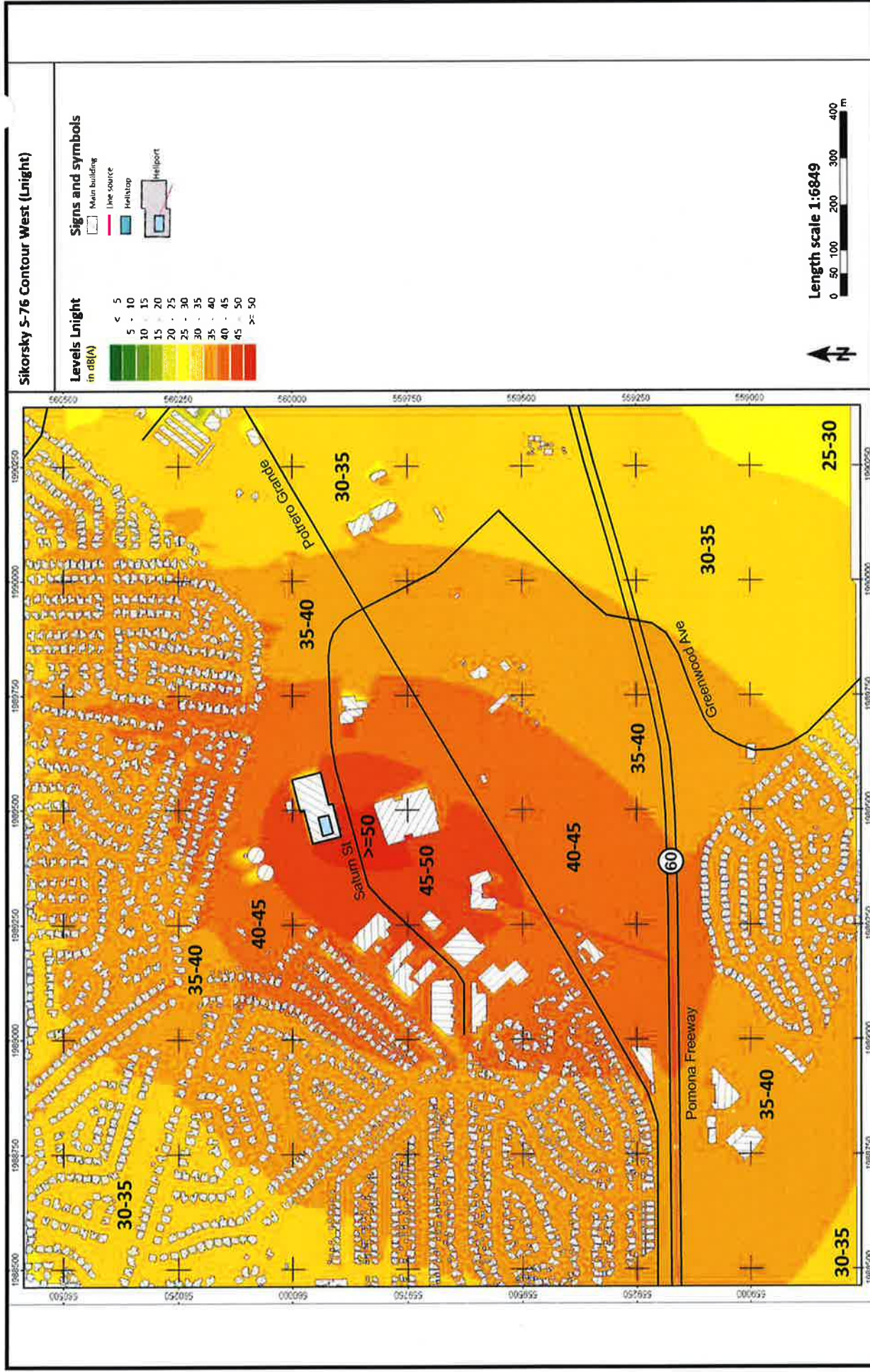
SOURCE: Meridian Consultants, LLC - December 2017

FIGURE 16









SOURCE: Meridian Consultants, LLC - December 2017

FIGURE 18

## **APPENDIX A**

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### **Noise Monitoring Data Sheets**

**Monitoring Location: Site A**

**Monitoring Date: 11/28/2017**

Monitoring Period			
Time	LAeq	LASmax	LASmin
11:07:43	54.2	69.8	40.6
11:08:43	43.6	50.7	41.2
11:09:43	43.2	49.8	41.7
11:10:43	47.2	54.5	42.4
11:11:43	50.7	58.3	42.6
11:12:43	52.1	59.9	41.9
11:13:43	51.6	62.0	40.9
11:14:43	42.1	45.0	40.7
11:15:43	52.0	59.1	41.2
11:16:43	41.4	42.8	40.0
11:17:43	42.3	49.3	39.9
11:18:43	40.3	42.7	39.2
11:19:43	41.4	47.9	39.8
11:20:43	40.5	42.9	39.6
11:21:43	41.1	46.6	39.2
11:22:43	40.2	41.9	39.3

15-minute LAeq

48.2

**Monitoring Date: 11/30/2017**

Monitoring Period			
Time	LAeq	LASmax	LASmin
11:06:33	53.6	66.3	45.8
11:07:33	44.5	48.9	42.5
11:08:33	51.0	55.6	43.4
11:09:33	46.1	51.4	43.5
11:10:33	56.7	63.4	44.4
11:11:33	56.3	62.7	44.9
11:12:33	46.7	53.2	42.6
11:13:33	60.1	66.9	43.2
11:14:33	48.4	63.4	42.1
11:15:33	43.7	45.6	42.1
11:16:33	45.4	53.7	42.3
11:17:33	44.1	47.6	42.2
11:18:33	62.7	74.1	42.6
11:19:33	48.0	58.2	42.6
11:20:33	50.5	62.8	42.8
11:21:33	57.8	61.9	58.4

15-minute LAeq

55.1

**Monitoring Location: Site B****Monitoring Date: 11/28/2017****Monitoring Date: 11/30/2017****Monitoring Period**

Time	LAeq	LASmax	LASmin
08:49:09	61.1	71.3	56.8
08:50:09	58.8	61.8	57.4
08:51:09	59.4	60.8	57.8
08:52:09	59.0	60.4	57.3
08:53:09	59.0	60.6	57.2
08:54:09	59.1	61.1	57.6
08:55:09	59.4	60.9	56.7
08:56:09	59.2	60.7	56.5
08:57:09	58.8	60.8	56.4
08:58:09	59.0	60.4	56.9
08:59:09	60.9	70.9	57.4
09:00:09	58.7	67.6	57.4
09:01:09	58.6	60.9	56.9
09:02:09	58.8	62.3	56.4
09:03:09	60.4	70.2	56.6
09:04:09	59.6	62.4	57.7

**15-minute LAeq****59.4****Monitoring Period**

Time	LAeq	LASmax	LASmin
10:26:22	61.3	71.5	56.0
10:27:22	58.5	60.1	56.7
10:28:22	58.5	60.1	56.8
10:29:22	58.4	60.7	56.3
10:30:22	58.0	60.5	56.9
10:31:22	58.7	60.2	57.5
10:32:22	57.7	60.2	55.6
10:33:22	59.2	61.5	57.0
10:34:22	62.7	73.7	56.9
10:35:22	58.6	60.6	57.2
10:36:22	58.2	59.4	57.1
10:37:22	57.9	59.3	56.6
10:38:22	58.5	60.1	57.3
10:39:22	59.3	62.8	56.8
10:40:22	57.9	59.1	56.7
10:41:22	58.1	58.5	57.2

**15-minute LAeq****59.1**

**Monitoring Location: Site 3**  
**Monitoring Date: 11/28/2017**

Monitoring Period			
Time	LAeq	LASmax	LASmin
08:10:54	61.6	74.0	55.6
08:11:54	55.5	62.6	53.7
08:12:54	56.4	58.0	54.6
08:13:54	59.5	66.0	55.6
08:14:54	65.1	78.1	55.5
08:15:54	65.0	70.9	56.1
08:16:54	62.8	67.2	58.4
08:17:54	60.8	64.2	58.0
08:18:54	65.5	68.8	60.5
08:19:54	66.8	70.4	63.4
08:20:54	66.2	70.3	62.3
08:21:54	65.0	69.9	59.9
08:22:54	66.5	75.4	57.1
08:23:54	71.1	75.1	62.0
08:24:54	66.6	69.2	62.7
08:25:54	68.5	69.9	66.5

15-minute LAeq

65.6

**Monitoring Date: 11/30/2017**

Monitoring Period			
Time	LAeq	LASmax	LASmin
11:47:17	57.7	58.9	56.7
11:48:17	57.4	59.3	55.8
11:49:17	57.4	58.4	56.2
11:50:17	64.8	70.8	57.3
11:51:17	59.0	67.5	55.9
11:52:17	57.4	58.9	56.1
11:53:17	57.4	58.3	56.4
11:54:17	57.5	58.7	56.4
11:55:17	57.9	59.9	56.8
11:56:17	57.1	58.4	56.3
11:57:17	58.0	59.3	56.4
11:58:17	58.6	59.9	57.2
11:59:17	57.3	58.8	56.3
12:00:17	57.7	58.3	56.8
12:01:17	56.8	58.6	55.4
12:02:17	57.6	58.4	56.2

15-minute LAeq

58.7

**Monitoring Location: Site 1**  
**24-hour Noise Monitoring**

Monitoring Period	Monitored Leq	Logarithmic Equivalent	Evening/Night Adjustments	
			10 dB	5 dB
Midnight	0 / 24	63.1	20205886	6389662
am	1:00	62.5	17799234	5628612
	2:00	63.4	22044984	6971236
	3:00	64.7	29239442	9246324
	4:00	67.6	57850278	18293864
	5:00	71.2	132966634	42047742
pm	6:00	74.5	284978344	90118065
	7:00	75.3	337472725	106718246
	8:00	75.1	323848886	102410010
	9:00	74.1	257214749	81338445
	10:00	73.4	22039292	69694360
	11:00	73.0	19784076	62562741
	12:00	73.8	239010624	75581796
	1:00	73.0	200073432	63268775
	2:00	73.3	215818613	68247838
	3:00	72.9	194811967	61604953
	4:00	72.7	187234956	59208892
	5:00	73.6	231235692	73123146
	6:00	72.6	181593837	57425013
pm	7:00	71.4	136676826	43221007
	8:00	70.2	105087610	33231620
	9:00	70.4	109376981	34588039
	10:00	69.0	78760856	24906369
	11:00	66.9	49214912	15563122
			Difference between CNEL and Ldn	
			CNEL - Ldn: 0.3157467	

Leq Morning Peak Hour 7:00-10:00 a.m.

75 dBA

Leq Evening Peak Hour 4:00-8:00 p.m.

73 dBA

Leq Nighttime 10:00 pm-7:00 a.m. (not adjusted)

68.9 dBA

Leq Daytime 7:00 am-10:00 p.m.

73.2 dBA

Leq 24-Hour

72 dBA

Ldn: 10 dB adjustment between 10:00 p.m. & 7:00 a.m.

76.2 dBA

CNEL: 5 dB adjustment between 7:00p.m. & 10:00 p.m., & 10 dB adjustment between 10:00 p.m. & 7:00 a.m.

77 dBA

**Monitoring Location: Site 2**  
**24-hour Noise Monitoring**

Monitoring Period	Monitored Leq	Logarithmic Equivalent	Evening/Night Adjustments	
			10 dB	5 dB
Midnight	0 / 24			
am	1:00	57.4	5544268	1753252
	2:00	55.1	324934	1027533
	3:00	64.4	2733234	8643244
	4:00	62.1	1617323	5114424
	5:00	64.0	2507808	7930385
	6:00	68.5	7097539	22444389
	7:00	70.7	11791645	37288456
	8:00	70.5	11122531	35172530
	9:00	69.7	9330717	29506317
	10:00	71.5	14099097	44585258
	11:00	69.9	9812561	31030043
	12:00	70.6	11511220	36401675
pm	1:00	69.2	8390821	26534107
	2:00	69.8	9525554	30122446
	3:00	72.4	17213335	54433345
	4:00	73.8	23851107	75423824
	5:00	74.6	28817312	91128343
	6:00	74.0	25210551	79722762
	7:00	71.9	15621932	49400886
	8:00	69.5	8965367	28350979
	9:00	68.8	7652867	24200490
	10:00	68.7	7337626	23203611
	11:00	67.1	5137648	16246668
		65.8	3769953	11921637

Leq Morning Peak Hour 7:00-10:00 a.m.

71 dBA

Leq Evening Peak Hour 4:00-8:00 p.m.

73 dBA

Leq Nighttime 10:00 pm-7:00 a.m. (not adjusted)

66.0 dBA

Leq Daytime 7:00 am-10:00 p.m.

71.4 dBA

Leq 24-Hour

70 dBA

Ldn: 10 dB adjustment between 10:00 p.m. & 7:00 a.m.

73.7 dBA

CNEL: 5 dB adjustment between 7:00p.m. & 10:00 p.m., & 10 dB adjustment between 10:00 p.m. & 7:00 a.m.

74 dBA

Difference between CNEL and Ldn

CNEL - Ldn 0.3817249



## **Appendix B**

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### Noise Model Assumptions

# MODEL ASSUMPTIONS

	Elevation (feet)	Distance to the Project site (feet)	Ground distance to flight path (feet)	Helicopter Flight Altitude at Receptor (AFE) (feet)	Helicopter Speed at Receptor (knots)
<b>AS-355</b>					
Site A	350	620	750	45	10*
Site B	345	2,675	550	710	100
Site C	285	7,475	210	1,000	116
Site 1	309	1,840	225	440	95
Site 2	371	3,075	1,325	895	110
<b>Agusta A-109</b>					
Site A	350	620	750	45	10*
Site B	345	2,675	550	710	100
Site C	285	7,475	210	1,000	116
Site 1	309	1,840	225	440	95
Site 2	371	3,075	1,325	895	110
<b>Sikorsky S-76</b>					
Site A	350	620	750	45	10*
Site B	345	2,675	550	710	115
Site C	285	7,475	210	1,000	130
Site 1	309	1,840	225	440	105
Site 2	371	3,075	1,325	895	125

\* Ground Idle and Flight Idle would each last approximately 30 seconds, respectively. Based on the AEDT 2d library, taxi speeds on the heliport (45 AGL) would be 10 knots for the AS-355, Agusta A-109 and Sikorsky S-76.

## **PLANNING COMMISSION RESOLUTION NO.**

### **Exhibit A**

#### **CONDITIONS OF APPROVAL**

##### **1977 SATURN STREET**

In addition to all applicable provisions of the Monterey Park Municipal Code ("MPMC"), Prasad Garimella, on behalf of OneLegacy, agrees to comply with the following conditions of approval for Conditional Use Permit (CUP-18-02) ("Project Conditions").

#### **PLANNING:**

1. OneLegacy (the "Applicant") agrees to indemnify and hold the City harmless from and against any claim, action, damages, costs (including, without limitation, attorney's fees), injuries, or liability, arising from the City's approval of CUP-18-02 except for such loss or damage arising from the City's sole negligence or willful misconduct. Should the City be named in any suit, or should any claim be brought against it by suit or otherwise, whether the same be groundless or not, arising out of the City approval of CUP-18-02, the Applicant agrees to defend the City (at the City's request and with counsel satisfactory to the City) and will indemnify the City for any judgment rendered against it or any sums paid out in settlement or otherwise. For purposes of this section "the City" includes the City of Monterey Park's elected officials, appointed officials, officers, and employees.
2. The conditional use permit expires twelve months after its approval if the use has not commenced or if improvements are required, but construction has not commenced under a valid building permit. A total of a one year extension may be granted by the Planning Commission upon finding of good cause. An application requesting an extension must be filed with the Community and Economic Development Director, or designee.
3. The property owner is responsible for maintaining the area adjacent to the business location and the site in general, including any parkways and alleys.
4. The property must remain well maintained and free of graffiti. Failure of the applicant/property owner to remove graffiti within 24 hours written notice by the City will cause the City to abate the graffiti at the cost of the applicant/property owner.
5. A copy of the Conditions of Approval for Conditional Use Permit (CUP-18-02) must be kept on the premises of the establishment and presented to any authorized City official upon request.
6. The helicopters must follow the flight paths as specified in the Noise Analysis Technical Study to minimize any potential noise impacts attached as Exhibit "A".

**PLANNING COMMISSION  
RESOLUTION NO.**

**FIRE:**

7. All fire conditions must be completed to the satisfaction of the Fire Chief, or designee.
8. A permit must be obtained from the Fire Department before engaging in activities, operations, practices or functions as indicated in California Fire Code (CFC) §§ 105.6 and 105.7.
9. Fire protection, including fire apparatus access roads and water supplies for fire hydrant must be installed and made serviceable before and during the time of the construction, per CFC § 501.4.
10. All fire safeguards required by California Fire Code Chapter 33 must be adhered to and maintained during the course of construction.
11. Modifications to the building automatic fire sprinkler system and fire alarm is to be under separate permit as set forth by CFC § 903 and 907.
12. An approved number or address must be provided on the building frontage in such a position as to be plainly visible and legible from the street or road fronting the property. Numbers must be minimum of 6-inch high by ½-inch stroke and be a contrasting background per CFC § 505.1.
13. Portable fire extinguishers must be installed per the CFC § 906.
14. All doors designated as exits, except for the main entrance, must be equipped with common knowledge lever type, single action hardware, unless panic hardware is specifically required per CFC § 1010.1.0.
15. Specific Building and Fire Code requirements will be based upon final determine of the occupancy classification by the Building Office based on the proposed uses.
16. The proposed heliport must comply with all provisions of the CFC § 2007, including:
  - A) The landing areas must be provided with the ability to drain and confine flammable liquids away from stairwells and exits.
  - B) A Class I standpipe must be provided on the rooftop within 150 feet of the heliport.
  - C) An approved foam protection system must be provided from the roof.
  - D) Minimum 90B:C fire extinguishers must be provided on the roof level at approved locations.
17. If "as-built" plans are required, additional fees will be due for the review of the drawings.

**PLANNING COMMISSION  
RESOLUTION NO.**

**POLICE:**

18. Adequate lighting must be provided so the building is visible from the street during the hours of darkness.
19. If security gates are installed on the property it is recommended that an access control system such as a keypad, card reader, or electric latch retraction devices are installed at ingress and egress gates and doors in order to control and deter unwanted access onto the property.
20. It is recommended that a camera surveillance/security system be installed in the common areas of the property such as the common walkways, exterior storage areas, building perimeters, and stairwells. If a camera security system is installed the cameras should operate 24 hours a day, seven days a week. All cameras should record onto a recording medium and all recordings must be maintained in a secured and locked enclosure. It is recommended that recordings be maintained for a minimum of 30 days and made readily available for any law enforcement official who requests the recording(s) for official purposes.
21. The shrubbery on the property must be installed and maintained in such a condition to permit good visibility of the business from the street. Any shrubbery surrounding the complex must be planted and maintained where the height of the greenery would not easily conceal persons.
22. Any outside ladders leading to the rooftop must be secured to prevent unauthorized access to the roof.
23. The driveway must be constructed and maintained in such a condition that traffic is easily visible to those entering or leaving the location with a proper thoroughfare maintained in the parking lot for any necessary emergency vehicles and/or personnel at all times. The Monterey Park Police Department Traffic Bureau must be contacted for sign verbiage and posting locations. The Traffic Bureau Sergeant can be reached at (626) 307-1481.
24. The Police Department must be notified at least one hour prior to the landing or takeoff of any helicopter using the heliport.

By signing this document OneLegacy certifies that she read, understood, and agrees to the Project Conditions listed in this document.

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Prasad Garimella, Chief Operations Officer,  
on behalf of OneLegacy, Applicant

# ATTACHMENT 2

## Site and floor plans